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JAPAN MOTOR SHOW REPORT

SUPER COOL MINI MAZDA

OFFICIAL Cute concept previews new petrol hatch

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NEW HONDA SUV

RADICAL TOYOTA

SUBARU STI

TESTED HONDA CIVIC vs SEAT LEON

Fresh family favourite takes on bargain Spanish hero

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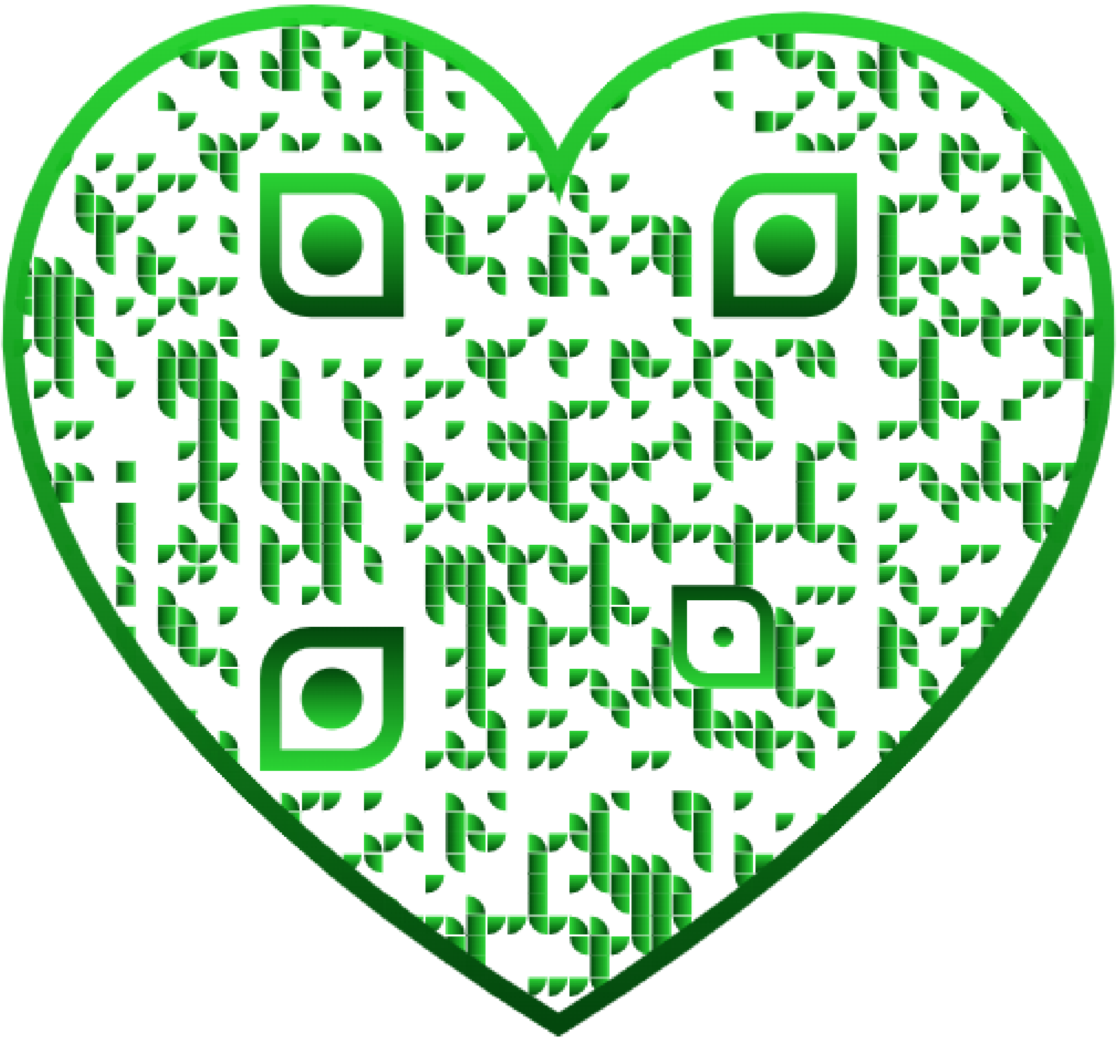

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New All-Electric Puma Gen-E®

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Ford

Model shown All-Electric Puma Gen-E Premium with optional 19" wheels and paint. Electric range 162-219 miles, Fuel economy mpg (L/100km): Not applicable. CO_2 emissions while driving: 0g/km.

Figures shown are for comparability purposes. Only compare fuel consumption, CO_2 and electric range figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles, route profile, vehicle load and lithium-ion battery age and condition.

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AUTO EXPRESS ROAD TESTS
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THIS WEEK

BRIGHT headlights were back in the headlines last week, with the subject of headlamp glare hitting the news (Page 16) after the recent change of clocks meant that more of us are driving in the dark again.

The Department for Transport is carrying out research that should be published soon, but it's tricky to see what it can do to improve things.

While retro-fitted and illegally bright LED and xenon bulbs are a small part of the issue, fundamentally new car lights are getting brighter, and newer cars increasingly have tech that doesn't work as well as it should.

Full-on pixel LED lights are excellent; these light the road around oncoming traffic, but extinguish a little bubble encircling cars ahead or coming towards you. However, they can be rather costly, and tend to only appear on premium cars, and even then on higher trims or as a pricey option.

> **"MOST OF THE HEADLIGHTS MOTORISTS ARE COMPLAINING ABOUT ARE LEGAL. THEY'RE JUST BRIGHTER THAN WHAT CARS COULD OFFER PREVIOUSLY"**

The type that auto-dip when they detect vehicles around them, on the other hand, are basically not good enough. I've driven cars from several different manufacturers that just can't react sufficiently quickly, and you end up with oncoming traffic furiously flashing their main beams to make that point.

As with the likes of lane-keep and speed-limit alert tech, it's lovely when it works, but isn't consistently good enough to function in everyday driving life.

Lights generally are getting brighter, and I've had flashes from oncoming cars when I've been on dipped beam, especially on rolling roads when you can be cresting a bump and then briefly blind the poor soul coming the other way.

Several surveys have found that drivers feel they are being dazzled more now than ever, but how to address this is the big question. Most of the headlights motorists are complaining about are legal. They just use tech that makes them brighter than the warming low glow that cars of previous years could offer.

Any change in legislation will be difficult – manufacturers won't re-engineer their cars' lighting purely for the UK, so it will take some sort of Europe-wide initiative, and there doesn't seem to be any real appetite for that.

In the short term, and even beyond, drivers are just going to have to get used to driving at night being a more illuminating experience, because any solution is still some way off.

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

FIRST FOR NEWS

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Surprise EV set to take on Elroq

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Performance models wow Tokyo

NEXT MAZ

Cute Vision X-Compact concept previews a fresh, rounded loo

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

MAZDA surprised visitors to the Japan Mobility Show with a unexpected concept car called the Vision X-Compact. This supermini-sized model previews a new Mazda 2, which should arrive some time in 2026 or early 2027 with a choice of hybrid and ICE powertrains.

A petrol-powered supermini might sound old-fashioned by European standards, but a B-segment model is crucial for car manufacturers in many international markets, not least Mazda in the UK. This new Vision X-Compact previews what a new model might look like, with a more playful evolution of the design language seen on the larger Mazda 3.

The nose has a revised grille, with the 3's previous trim now forming the daytime running lights. There's no physical mesh, and instead it has a simple body colour inside it. The headlights are openings inside the front bumper, but we expect these to be more traditional LED units in a housing for the production car.

Where the X-Compact diverges from previous Mazda 2 models, though, is the body. This features a rounder, friendly look, painted in Mazda's classic Soul Red. There's a refreshing lack of detail on the bodywork, while the windscreen is surprisingly upright; combined with a black lower section and wheelarch surrounds, the show car looks more approachable than other, more aggressively styled Mazdas.

The rear end is a total departure, with two-piece lighting that forms a small semi-circle, and a vertical stripe up towards the rear glass. The tailgate then sits proud of this in an unusual fashion, giving the rear end a unique look within the Mazda range. Once again, this will be toned down for the production car, but it's still an interesting and distinctive feature.

The cabin is just as dramatic, with a bold use of body colour on the doors and centre console. There's only one digital dial behind the steering wheel for the driver, with a second, smartphone-like display mounted next to it. Curiously, the concept has a rev-counter, physical gearlever and paddle-shifters behind the steering wheel, confirming that this will be a combustion-powered model.

The new supermini will use a flexible small-car architecture currently being developed, which is underpinned by a transverse-mounted ICE engine. This will power the front wheels. But it's still far too early to guess whether manual and automatic transmissions will be available.

The petrol engines fitted could be Mazda's next-generation Skyactiv-Z units, and will be available with and without hybrid assistance. Unlike the current model, which is a rebadged Toyota Yaris, the new hybrid Mazda 2 will be pure Mazda. However, while efficiency is very important, the firm stressed that the core of its character is an engaging driving experience.

We asked Naohito Saga, Mazda's managing executive officer in charge of vehicle development, design and cost innovation, whether we were looking at the next Mazda 2, and he replied: "Something like that".

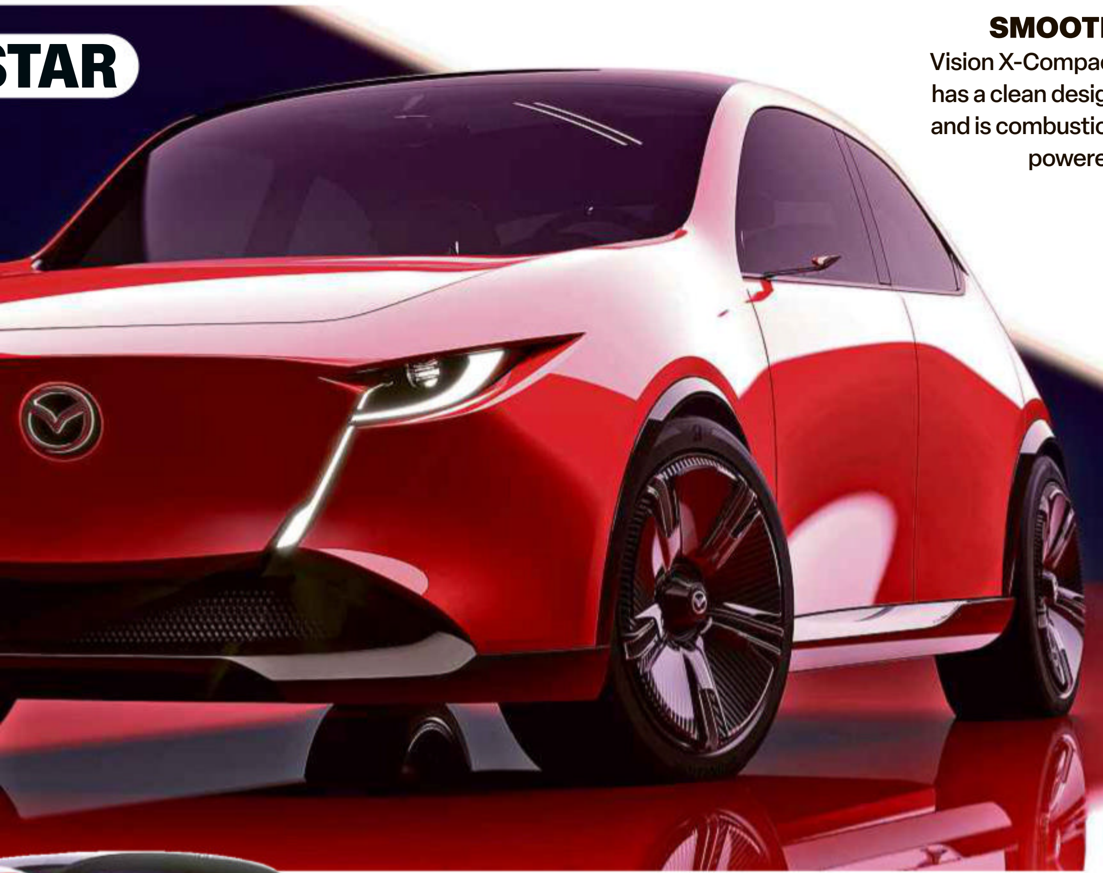
While this sounds non-committal, the 'cross' part of the X-Compact's name could refer to the fact that while it will be a B-segment hatchback, it may also have a slightly higher ride height, in effect replacing the Mazda 2 supermini and previous CX-3 in one model. Mazda has confirmed that a new small B-segment SUV for Asian markets will be introduced in the next 24 months, but this is not that car.

Mazda won't confirm when the new car will be launched, but given that the current 2 has been on sale since 2014, we suspect it won't be far away.

PAGE 8 Mazda Vision X-Coupe hybrid

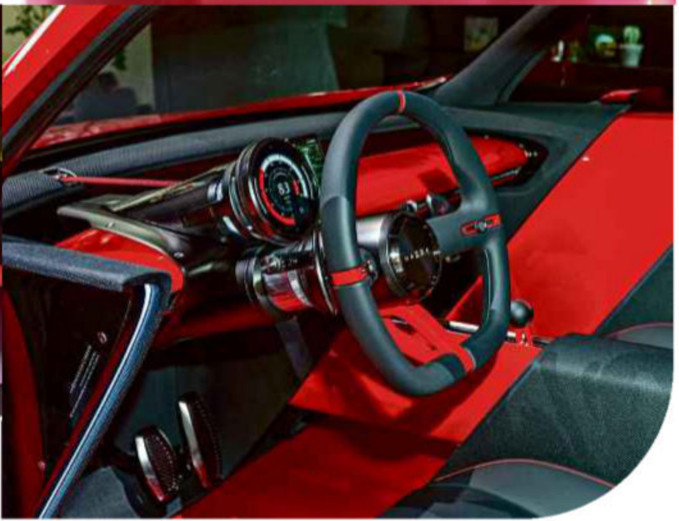
DA 2 REVEALED

k for the new generation of Japanese marque's supermini



SMOOTH Vision X-Compact has a clean design and is combustion powered

MAZDA VISION X-COMPACT



Soul Red paint colour is mirrored on the dashboard, centre console and doors; driver gets a single digital instrument dial

AEX OPINION

A new Mazda 2 is a shot in the arm for fossilised supermini market

WITH its clean and classy bodywork, MINI cuteness and 7,700rpm red line, the concept hinting at a future Mazda 2 holds lots of promise for supermini buyers starved of fresh models.

Customers wanting affordable, petrol-powered small hatches have fewer options these days: Ford's Fiesta has infamously ceased production, the Kia Rio has bowed out and Audi is discontinuing its baby A1.

Making a profit on superminis has long been difficult, even before the current era of rampant cost inflation. Manufacturers have partly blamed tougher European safety and emissions regulations: Renault reckons these have hiked new Clio prices by 40 per cent in 15 years. An all-new Clio, with hybrid and petrol power, is on the way but won't hit the UK before 2027.

The electric transition has also choked off the number of combustion-powered superminis. Engineering decisions to go EV-only were taken about three years ago, meaning some key superminis will arrive in the next few years without petrol power.

Opel's boss has confirmed the Vauxhall Corsa is one such car, and Peugeot's 208 – based on the same vehicle architecture – will likely be painted into the same corner. As a result, the current hatchbacks, with exterior and interior upgrades, will remain on sale alongside new EVs. The Volkswagen Group is doing the same, extending the life of the SEAT Ibiza, VW Polo and Skoda Fabia.

Today's Mazda 2 is a Toyota Yaris under the skin, with a strictly hybrid drivetrain. The Vision-X-Compact looks far more compelling. If it makes production and arrives in Europe with petrol power, many buyers will be glad of the extra choice.

PHIL McNAMARA

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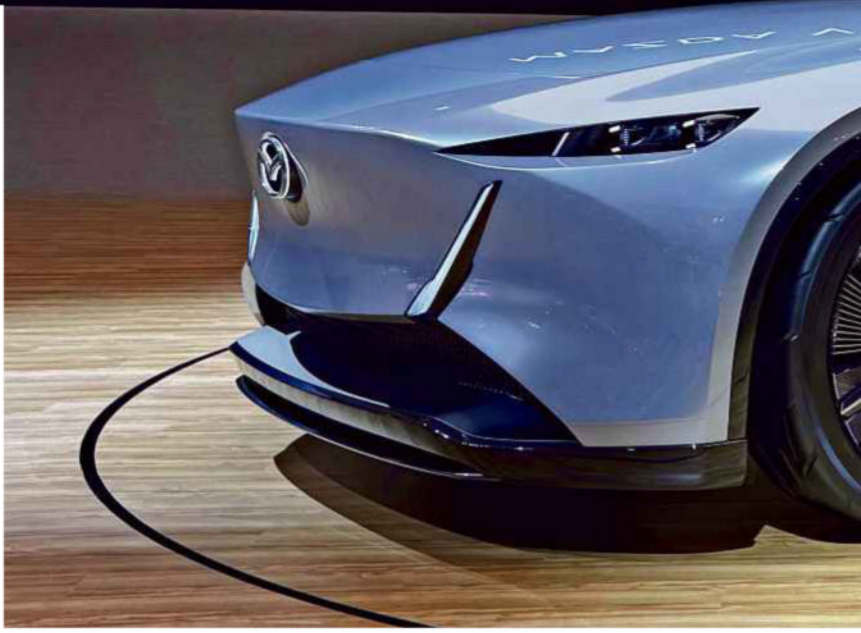
Mazda Vision X-Coupe could inspire future flagship model



UNVEILED High-riding, twin-rotary plug-in hybrid concept has carbon-capture technology

Jordan Katsianis

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THE Vision X-Coupe, or 'Cross-Coupe' as it's called, features a dramatic extension of Mazda's flexible powertrain strategy, marking the first appearance of a new twin-rotary plug-in hybrid that runs on renewable fuels and has carbon-capture tech.

The crux of Mazda's concept is that it plans to offer all things to all people, with zero compromise.

We've heard of plug-in hybrids and we've heard of rotary powertrains, but rarely have they been put together. The Vision X-Coupe does just that by combining a turbocharged twin-rotary combustion engine with a substantial battery pack and an electric motor. Mazda hasn't revealed any technical specifications, but quotes an all-electric range of 100 miles from the battery, with the petrol engine adding a further 400 miles to that figure.

But the company is also working on a carbon-capture system that's attached directly to the exhaust. By filtering out the CO_2 while it's at a high concentration, the firm is then able to condense that carbon and use it for something else, avoiding it being pumped into the surrounding air.

Mazda's also working on its own algae-based e-fuel, which absorbs carbon from the atmosphere in its production. Combine this with the technically 'zero-emission' exhaust filtration system and Mazda says that this will be a carbon-negative car. None of this tech is production ready, but it reveals the firm's thinking about the future of combustion engines in its cars, as our panel (far right) explains.

The firm hesitated to confirm that this model will be directly relevant to a future flagship; instead, it represents what a large, rear-wheel-biased PHEV could look like. It's clear that this model is based on the design language first shown on the Mazda 3 hatchback, but thanks to the concept's longer and sleeker proportions, it looks much more upmarket.

Classic Mazda design elements such as the grille and lighting have been reinterpreted, with the front daytime running lights taking the place of a chrome grille. This is still an ICE car, though, so underneath is a full-width opening giving the requisite cooling.

At the rear, the lighting is flush with the bodywork, and shows a new interpretation of the typical two-element design. The styling is clean and sleek; and despite the car's 'cross' moniker, it doesn't look uncomfortable on its slightly raised ride height.

Not even Mazda is immune to the need of digitisation, with its new 6e and CX-5 both featuring massive tablet-like screens. But the Vision X-Coupe shows something rather different, with a narrow screen stretching across a small opening in the simply styled dashboard.

There are no physical controls, but there is a large, wide centre console with a traditional gear selector, providing even more evidence that the manufacturer is more interested in the tactile functions within the car, rather than turning its model's interiors into a mobile office.

To this end, it's impossible to ignore the three dial-like screens in front of the perfectly round steering wheel – it's all very clean, concise and driven by Mazda's desire for its cars to remain more fun-to-drive than their competitors. The question is: will Mazda build this concept? Potentially, if not with this specific powertrain. Remember that the company does have its own family of inline six-cylinder engines, which are Euro-7 compliant, and a rear-drive chassis to put them in. Watch this space.

SHOW STAR

Could Mazda's clever direct carbon-capture technology save the combustion engine?

AMONGST the bright lights and swooping shapes on the Mazda booth at the 2025 Japan Mobility Show, a fascinating piece of tech was quietly revealed that might change the fortunes of combustion engines.

The exhaust system on the Vision X-Coupe concept's turbocharged, twin-rotary plug-in hybrid powertrain has a direct carbon-capture device that removes carbon from its exhaust fumes before it leaves the tip.

In effect the system acts as a filter within the exhaust system, pulling carbon dioxide out from the exhaust gases. The science is similar to that seen in larger-scale atmospheric carbon-capture systems, except the gases coming out of a car's exhaust system generally have a carbon density of around 350 times that of the air around it, making it more efficient to capture.

Mazda will continue to experiment with the technology, including altering the temperature of the exhaust gases to make the carbon-capture process more efficient.

But this is only half of the Japanese company's plan to decarbonise the running of a combustion engine, because this could work in tandem with low-carbon or carbon-neutral e-fuels. These have a much smaller, and in some cases negligible, carbon footprint.

Mazda even says that with just a 10 per cent capture rate, running a car on its algae-based e-fuels would actually be a carbon-negative process, when considered in tandem with the carbon capture that goes into the manufacture of those types of e-fuels.

As a proof of concept, the manufacturer will run a prototype system on a racing car that will compete in the Japanese Super Taikyu Series endurance event with a Mazda Spirit Racing competition car.

In the short term, this technology might not single-handedly decarbonise the ICE-powered cars we know and love, but it could be part of the solution to bringing them as close as possible to zero emissions.

"AS A PROOF OF CONCEPT, MAZDA WILL RUN A PROTOTYPE SYSTEM ON A RACING CAR"

"THE CRUX OF MAZDA'S CONCEPT IS THAT IT PLANS TO OFFER ALL THINGS TO ALL PEOPLE, WITH ZERO COMPROMISE"

SLEEK
Vision X-Coupe has a dramatic stance, while the minimalist cabin is also stylishly designed

MAZDA VISION X-COUPE

WHY I LOVE THE VISION X-COUPE

FOR design nerds like me, the Mazda Vision X-Coupe drew my attention with its incredible surfacing, wonderful detailing and fantastic proportions. No high-riding coupé/crossover has ever looked so sleek, and this all looks totally reasonable for a full-production model.

But the more information that came out, the more fascinating the X-Coupe became. Its clever powertrain and carbon-capture tech prove how Mazda is always thinking outside the box, but never losing sight of its core mantra of offering an engaging driving experience. The concept proves the firm is always searching for clever tech solutions that don't necessarily go with the flow.
JORDAN KATSIANIS

Honda's 0 Alpha SUV re

Latest 0 Series model is set for Japanese launch in 2027, but UK arrival has st

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HONDA has surprised Japan Mobility Show goers with a brand-new Series 0 SUV prototype that's only a year or so away from series production. This new model, the 0 Alpha, will be based on the same architecture as the larger SUV and saloon, and rival similarly sized EVs such as the Skoda Elroq, Kia EV3 and forthcoming Toyota C-HR+.

Pricing and technical details have still to be confirmed, but the model will be launched first in its native Japanese market, followed by other Asian countries soon after. European sales have yet to be decided, but given that all 0 Series cars have global market relevance, we'd be shocked not to see it appear in European showrooms later in the decade.

Fundamentally, the new Honda 0 Alpha will compete in the class below the forthcoming 0 SUV that will go into production next year. The 0 Alpha shares a very similar design language to the 0 SUV, but differs in both proportion and detailing.

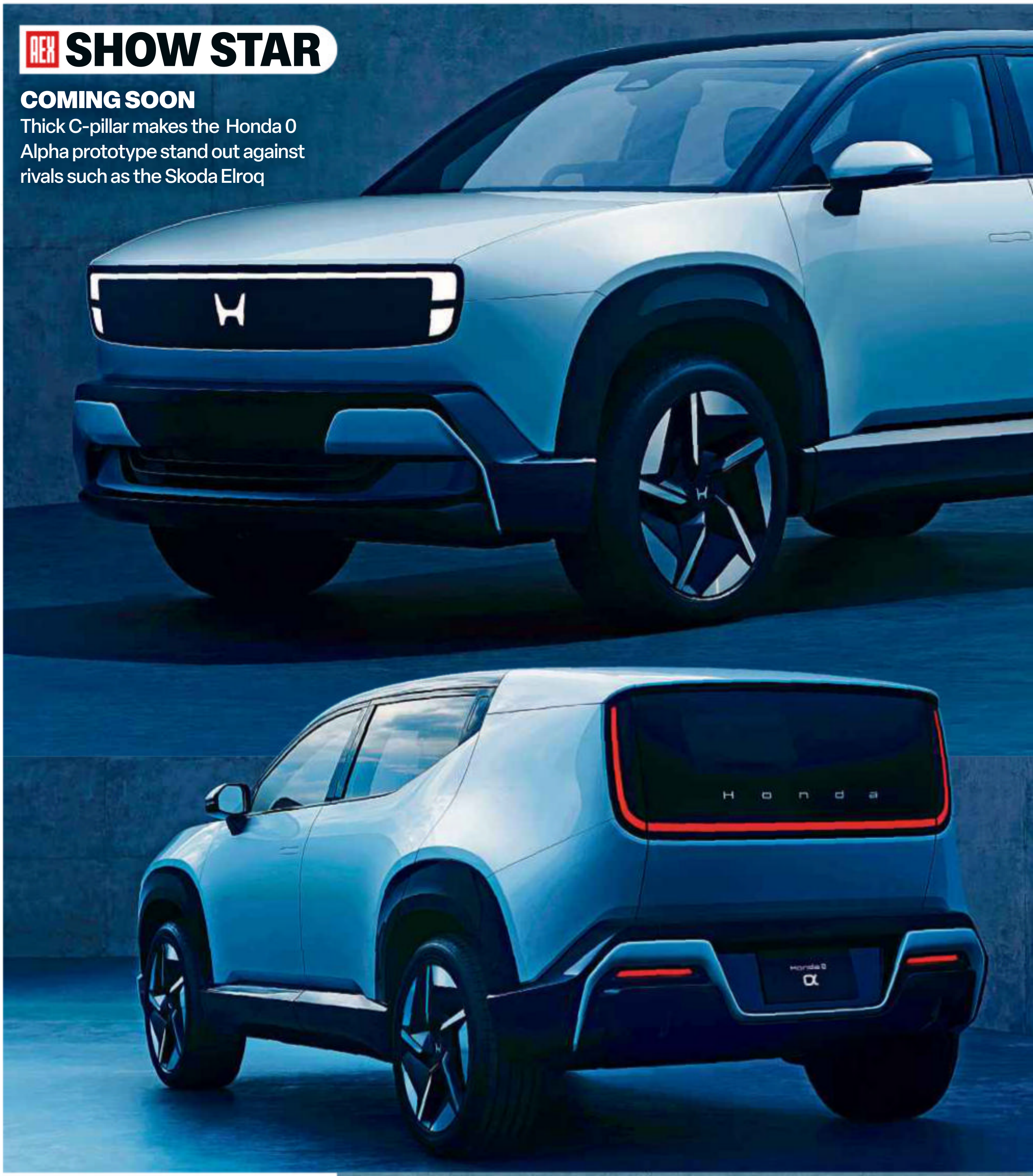
Up front, there's the same blacked-out panel, but here it features a new daytime running light signature, with an aggressive lower bumper that's separated from the main body both in form and colour.

The new car's profile is similar to the SUV's, with the metalwork tapering at the sills, but the rear door has a sharply rising windowline, and meets the thick C-pillar without needing a rear quarter window.

At the back, the same pod-like window glass and U-shaped rear lighting give a similar signature to the larger 0 SUV, but the shorter proportions seem to suit the upright and blocky nature just as well.

Inside, the 0 Alpha will feature the same new ASIMO user interface as the 0 SUV, with a screen-heavy layout made up from three main displays. Honda is also working on elements such as a 'yoke'-style steering wheel, similar to what is already in use on some Lexus models.

A steer-by-wire system is being developed to give the steering rack a fully adaptive ratio, which is essential with a yoke steering wheel. Details such as the battery tech, electric motors and autonomous driving functions are still to be confirmed.



SHOW STAR

COMING SOON
Thick C-pillar makes the Honda 0 Alpha prototype stand out against rivals such as the Skoda Elroq

eady to challenge Elroq

ill to be confirmed by brand

SHOW STAR HONDA SERIES 0 ALPHA

I KNOW what you're thinking. Another compact all-electric SUV, and one from a brand that didn't get off to a good start with its current e:Ny1 – but this Series 0 Alpha is different. It doesn't just look a whole lot better, it brings Honda's high-end EV platform to a wider audience that hits right at the heart of the car market.

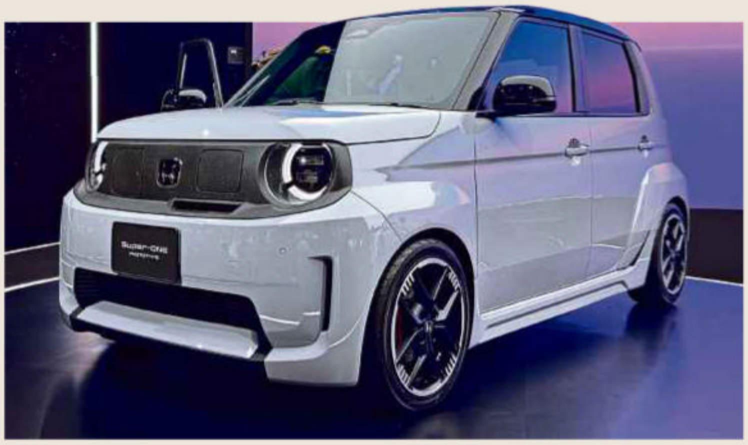
Series 0 is all about being "thin, light and efficient", so to apply this rationale to a car with a compact footprint will bring the biggest benefits. Honda hasn't confirmed the Alpha for Europe, but not to do so could be a big mistake.

JORDAN KATSIANIS

...and electric Super-N set to steal hearts in the UK in 2026

HONDA is back in the small EV game with the funky Super-N hatch, an affordable but fun-to-drive electric city car that will go on sale in the UK next year.

The firm previewed the model at the 2025 Goodwood Festival of Speed, but it's now been revealed in full at the Tokyo show, including some insights – if not much in the way of specific detail – into what's under the skin.



Super-N EV will go on sale in the UK next year to take on the Renault 5

The Super-N is based on the Japanese-market N-One e, an EV version of its popular kei car. But Honda has made big changes to the Super-N under the skin for the UK that will position the model as not just an efficient city car, but one that's fun to drive, too.

The firm has learnt its lesson with its first compact EV, the Honda e, and has confirmed that the Super-N will be priced "very competitively" with low-cost EV options on sale now in the UK.

This suggests that the Super-N won't be a rival for models such as the MINI Cooper E, but in fact will undercut it significantly, with prices destined to slip underneath £25,000. This will see it take on the likes of the Fiat Grande Panda, Hyundai Inster and Renault 5.

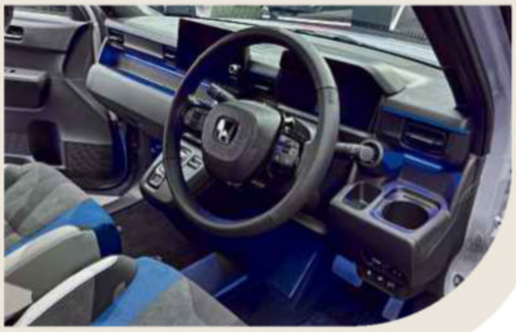
Affordable pricing might be necessary because the kei-car origins mean the Honda will have its limits when it comes to interior space and electric range. But the firm is keen to emphasise the car's character, which takes the cute N-One as a base, and gives it a distinctive, chunky new look.

The most major changes for the Super-N start with a wider chassis and larger wheels and tyres. As well as improving the handling, they endow the model with an aggressive design that sits on the narrow and upright base car.

Inside, the Super-N's origins are clear, with a simple and space-efficient design. The upper dash has been taken straight from the Japanese model, with two small screens: one for the infotainment and the other the driver's display. The rear seats are fairly cramped, and strictly for two.

Honda is keeping its cards close to its chest for now regarding the car's powertrain. No battery size, performance outputs or range estimates have been revealed – we'll have to wait for an early test drive for those figures.

"HONDA HAS MADE BIG CHANGES TO THE SUPER-N UNDER THE SKIN FOR THE UK"



Corolla teaser is shape

Show car's features could be reality for adaptable production version of Toyo

Jordan Katsianis

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MORE details about Toyota's new Corolla concept have been revealed, confirming the company's intention to make this just about the most adaptable single model on sale.

Introduced at the Japan Mobility Show, the eye-catching concept might look like pure fiction, but it's closer than you may think to being the Corolla that'll go on sale in 2027.

The saloon show car reveals lots of fresh design directions the production model will take. These range from a new take on the three-box shape, to the digital interfaces – everything on the concept is relevant – and now we know Toyota's new global car will be offered with pure ICE, hybrid, plug-in hybrid and all-electric power.

There won't be any compromises on passenger or luggage space, because the floor will be variable enough to fit batteries underneath, and an internal-combustion engine will fit under the bonnet. This will give Toyota maximum flexibility wherever the car is sold in the world, whether that be EV-hungry Europe, or more conservative ICE-friendly places such as the US.

One engine option that has been detailed so far is a brand-new and highly efficient 1.5-litre four-cylinder hybrid. Following the flexible theme, it'll come initially as a series hybrid layout with a planetary gear set-up – much like the current model – right through to being used as a back-up engine for a plug-in hybrid.

It can be turbocharged for more performance too, but for a full high-performance application, there's also a new 400bhp 2.0-litre turbocharged four-cylinder unit – which can also be paired with a hybrid system. Could this spawn a next-generation GR Corolla? We wouldn't bet against it.

The car's overall shape features a much lower base point for the windscreen that's not unlike that of the latest Toyota Prius. This extended windscreen has many benefits, such as aero efficiency and an enhanced feeling of interior space, but the effect is taken further with front door windows that also dip down to give the cabin a particularly airy feel.

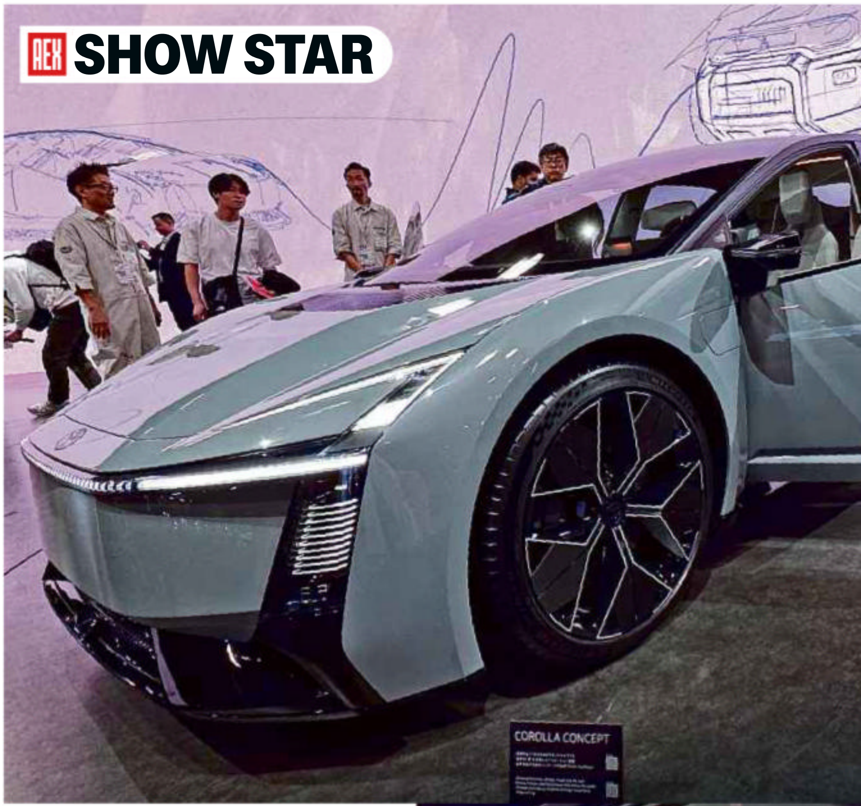
The front screen extends further back into the roof, too, nearly reaching the B-pillar before meeting a solid roof panel at the rear. We asked Toyota Europe's design chief Lance Scott whether these design elements are something we might actually see, and he replied: "We're trying something new, we're challenging the direction we go in with Corolla."

The concept's rear has a tapering upper body, which incorporates a small rear window that 'floats' above a black section that incorporates a small ducktail spoiler. This is angled to the point of nearly turning the car into a fastback, but the flat shoulders above the rear wheels retain the look and feel of a saloon. That bodystyle won't be the only one available, with hatchback and estate versions due to be reimagined in this new context.

The cabin also represents a new era of Toyota design. Emphasising the low-set windscreen is a radical look that will influence all future interiors in the brand's passenger cars. The front-seat occupants each get their own digital interface, on the grounds that the requirements of these systems are different whether you're in the driver's or passenger's seat.

The driver gets a column-mounted screen, which shows speed and driving data, plus potentially navigation and other road information. On either side are two interfaces controlling elements such as the media, air-conditioning and other core driving functions.

> **"IT MIGHT LOOK LIKE PURE FICTION, BUT IT'S CLOSER THAN YOU MAY THINK TO BEING THE TOYOTA COROLLA THAT'LL GO ON SALE IN 2027"**

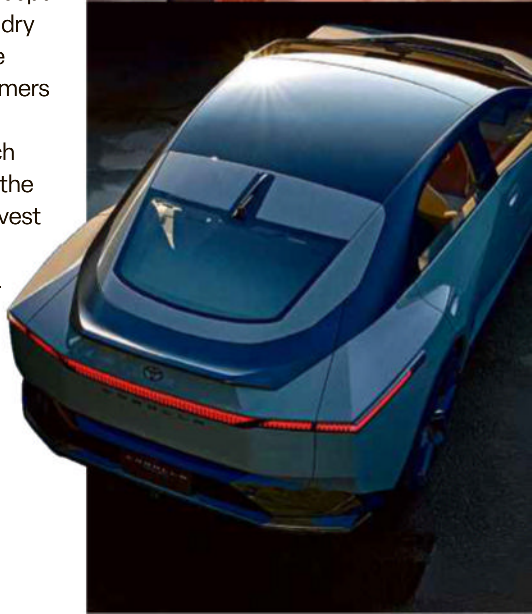


The passenger's screen has a larger display designed to project media or access elements like the navigation. If there's no passenger in the seat, the screen will seamlessly disappear into the dash, creating a cleaner and less distracting environment for the driver.

It might be easy to brush off the more eccentric elements as concept-car bling, but this is very much a dry run for the next model to receive feedback from media and customers before it goes into production.

An added bonus of having such potentially high sales figures for the new Corolla is that Toyota can invest in new engineering solutions to meet the demands of its buyers.

"This is what the design team wants to express," Scott explained. "Nowadays, the engineers are very open to really challenging themselves, and achieving what the designers are looking for."



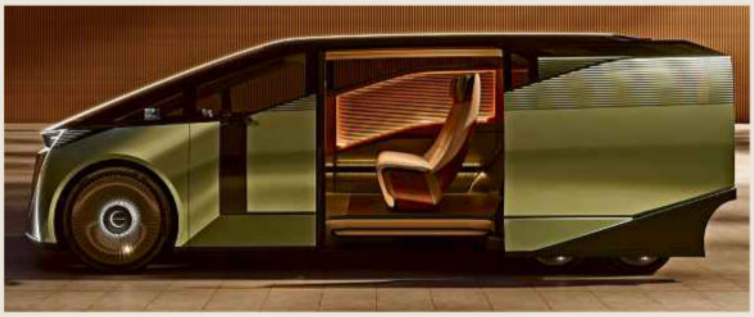
# of things to come

ta's best seller

FORWARD THINKING
Corolla concept is designed to accommodate a wide range of powertrains without any compromise on interior space

INSIDE STORY
Driver gets three digital screens, while a dedicated one for the passenger folds away when not it use

Six-wheel Lexus LS may replace flagship saloon



Van-like concept offers premium comfort and space for its passengers

NO, your eyes aren't deceiving you. Lexus has actually revealed a six-wheeled van concept at the Japan Mobility Show as a possible replacement for its flagship LS saloon. But look beyond the apparent madness and you realise there's actually some sense behind this move.

People don't buy as many large luxury saloons as they used to, and the LS was one of the hardest hit cars – it only sold in single digits in the UK during the last year of its current generation. To achieve the success Lexus feels it deserves, it's ditched the saloon genre for an ultra-luxury LS in the shape of a van, although a coupé SUV LS (right) was also shown in Tokyo.

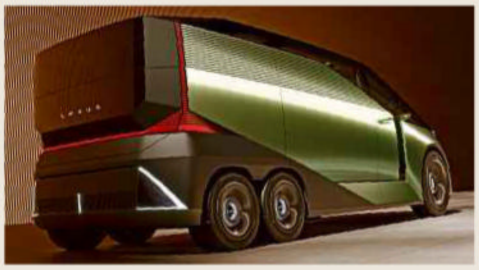
Such vehicles are extremely popular in many Asian markets and are taking off elsewhere around the world, because the boxy shape unlocks huge amounts of space for more luxury and comfort.

The LS Concept's wild interior is all about the ultimate in comfort, craftsmanship and privacy. Rather than black-tinted glass, Lexus has taken a more creative approach by lining the car's windows with handmade bamboo shutters that block out prying eyes.

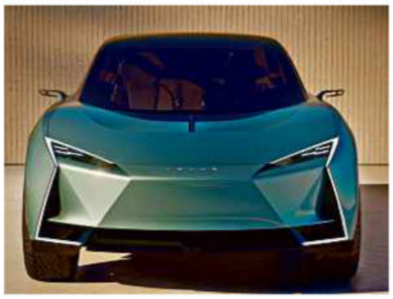
High-mounted side windows and glass roof panels keep the interior feeling open and airy. There are two seat layouts inside the concept, and the well finished dashboard includes the Lexus 'yoke' steering wheel.

The same attention to detail has been applied to its engineering: downsizing the diameter of the rear wheels unlocks more space in the cabin. To maintain the same traction patch for the front wheels, a second rear axle was fitted.

While the show car is a concept, the notion of a van-like model picking up the LS nameplate and being a flagship is possible. The van-like luxury LM is on sale in limited numbers in Europe, where it's as much of a hit as in the Asian markets it was designed for.



"SUCH VEHICLES ARE POPULAR IN MANY ASIAN MARKETS AND ARE TAKING OFF ELSEWHERE AROUND THE WORLD"



Coupé could take on high-end SUVs

Lexus plans rival for Cayenne with radical LS Coupé

PRIMED to take over as the flagship of the Lexus range is a brand-new SUV to rival cars such as the Audi Q8, Porsche Cayenne and Range Rover Sport. The LS Coupé Concept is still just a show car at this stage, but the production version will take over from the LS saloon, moving Lexus – like customers in this area of the market – away from four-door saloons.

The unashamed pivot towards a higher-volume segment – high-end SUVs – means the future production car will sits above the existing Lexus RX. It will also take a much more road-focused approach than the GX off-roader available in overseas markets.

And while other Lexus SUVs have generally been derived from Toyota foundations (as was the LS saloon), the new LS Coupé SUV will be based on an EV architecture developed primarily for Lexus models.

The concept also reveals an evolution of Lexus's exterior design language, plus a brand-new interior we'll see in all future models.

Lexus has been coy about what powers the concept, but the brand's continued dedication to electric powertrains, and the lack of a physical front grille on this show car, speak volumes about how this previews a new electric flagship. A luxury MPV LS was also on display in Tokyo (left).

Subaru taps into its rall

Electric and petrol concepts point to exciting future for performance brand

Alastair Crooks

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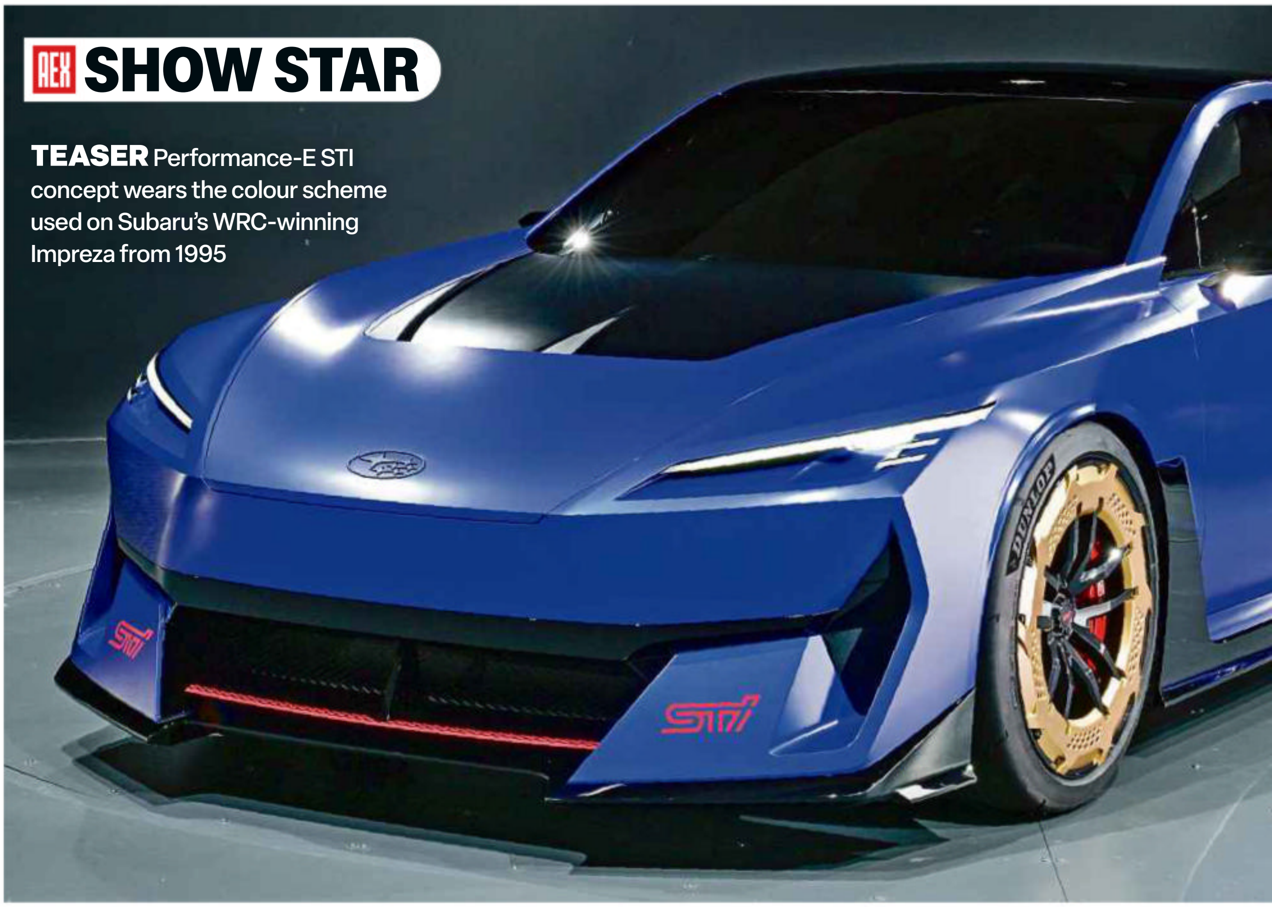


TEASER Performance-E STI concept wears the colour scheme used on Subaru's WRC-winning Impreza from 1995

SUBARU'S STI performance brand has hinted at an exciting future courtesy of two new concept cars revealed at the Japan Mobility Show in Tokyo.

The Performance-B STI concept is based on the current-generation Impreza, while the Performance-E STI is an EV that "represents the future of the Performance Scene", according to the Japanese company.

Although the latter showcases its exterior design in its entirety, there's not a lot of technical detail about what's underneath the bodywork.

Subaru says the concept has "outstanding aerodynamics and practicality, with a design that evokes the brand's heritage while providing a driver-friendly layout and a comfortable, spacious interior."

It added: "By incorporating various innovative technologies, this concept model offers intuitive, exhilarating driving experiences."

Given that the concept pays tribute to Subaru's heritage, and judging by its aggressive styling, an all-wheel drive system is surely a given on the Performance-E STI – possibly from a dual-motor layout.

The Performance-E STI is a model that the company says could be at the forefront of its new generation of sports cars. However, it certainly has nods to the brand's rally pedigree, which is timely, because this year marks the 30th anniversary of Colin McRae's World Rally Championship triumph in his iconic Subaru Impreza.

Like that car, the concept displayed in the Japanese capital wears the same dark blue paint offset by gold wheels as the WRC winner, while there is also distinctive pink STI badging. Other notable design details on the Performance-E STI include a huge rear wing, a vented bonnet, wheel vents and a large diffuser. Despite all that, the concept is a four-door, just like McRae's 1995 championship-winning car.

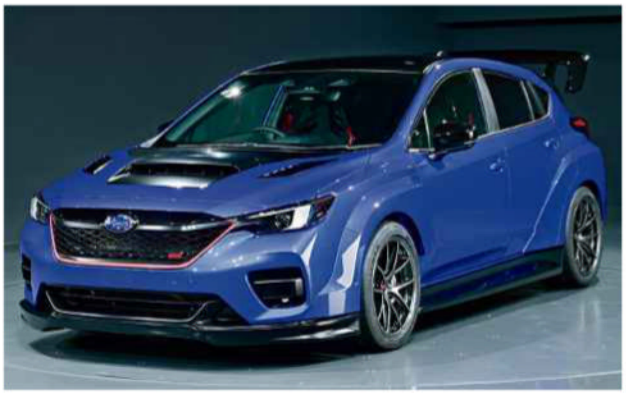
The Performance-B STI concept is certainly more identifiable, because it is clearly based on the current-generation Impreza hatch which is available in overseas markets. We can see the same headlight design as on that model, with an aggressive front wing, bigger grille and new bonnet featuring on the show car.

Subaru has yet to give the current generation of WRX a range-topping STI model, and markets such as the USA and Australia stop short with a WRX 'tS' edition. This model includes high-performance elements, but has no significant power or technical upgrades over the standard car.

We know the Performance-B STI concept uses Subaru's iconic Boxer engine with horizontally opposed cylinders and the firm's Symmetrical All-Wheel-Drive – but performance figures haven't been revealed.

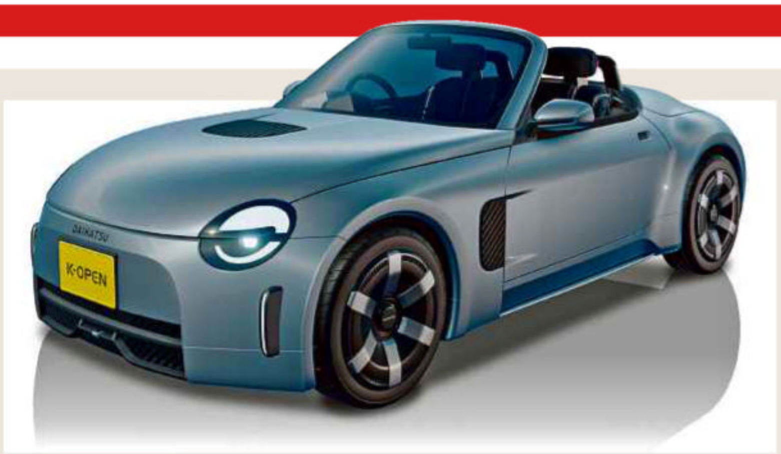
There's also no word yet on whether either of these two concepts will make it into production.

"THIS YEAR MARKS THE 30TH ANNIVERSARY OF COLIN MCRAE'S WORLD RALLY TRIUMPH"



y heritage with STI duo

FAMILIAR ROOTS Performance-B STI is based on the current Subaru Impreza



K-Open concept teases a third-generation version of Daihatsu's kei car

Copen reimagined, but UK fans set to miss out

DAIHATSU has revealed a concept previewing a new generation of the iconic Copen roadster. This tiny sports car was sold in Europe for a short period of time, gaining a huge following thanks to its cute looks.

Few technical elements of the K-Open concept have been revealed, but the previous model was built to comply with Japanese kei-car classifications, meaning it will almost certainly feature a 660cc three-cylinder petrol engine with a turbocharger and manual or CVT transmission. This powers the rear wheels – unlike previous Copens, which were front-wheel drive – and will likely produce around 65bhp, judging by the current Mk2 generation.

The concept's design clearly takes inspiration from the original Copen that made its debut in 1999, but adds new visual elements and sharper surfaces. The round headlights have been retained, now joined by small upright LED lighting on the front bumper and a simple, square air intake.

Despite needing to have a tiny footprint in order to comply with kei-car regulations, the K-Open concept shown at the Tokyo show has flared arches at the front and rear, which sit over the top of six-spoke alloy wheels.

Another key element that should be carried over is the folding hard-top roof, which covers a simple, small two-seater cabin.

Unfortunately, there's little chance of the Copen being reintroduced to the UK and European market, because the Daihatsu brand was pulled from European markets in 2013.

There's little endeavour to bring the brand back, either, even though the forthcoming E-regulation car class being debated within the EU could see an opportunity open up for small inexpensive models based on Japanese kei cars, fitted with all-electric powertrains.

> **"THE CONCEPT'S DESIGN CLEARLY TAKES INSPIRATION FROM THE ORIGINAL COPEN"**

Nissan Skyline to return in 2027 with rear drive

NISSAN will build an all-new Skyline with rear-wheel drive, a manual transmission and looks inspired by some of the nameplate's most iconic iterations. The news comes as the company grapples with an extensive reorganisation, which has led to a refocus of the brand's model range, and by extension the rebirth of this iconic nameplate.

The bad news for UK fans is that this car is likely to only find its way onto its home roads in Japan. It's also worth remembering that Nissan disconnected the Skyline moniker from GT-R back in 2007, so this isn't a new R36 GT-R – that'll come later, and to international markets.

Technically, the Skyline never actually went off sale in the Japanese domestic market. In fact it was a car we saw in Europe briefly as the Infiniti Q50. In Japan the existing model (below) has been on sale for more than a decade, meaning it's well overdue for a refresh, and something much more dramatic than that current saloon is coming.

Speaking at the Japan Mobility Show, Nissan's global design director Alfonso Albaisa told Auto Express that the new Skyline would be inspired by past models, but without being a retro cliche. Instead, this modern, four-door, fastback-shaped model will firmly look forward with just a few references to one of the Skyline's most iconic eras.

Government mulls new rules to stop drivers being dazzled

Tom Jervis

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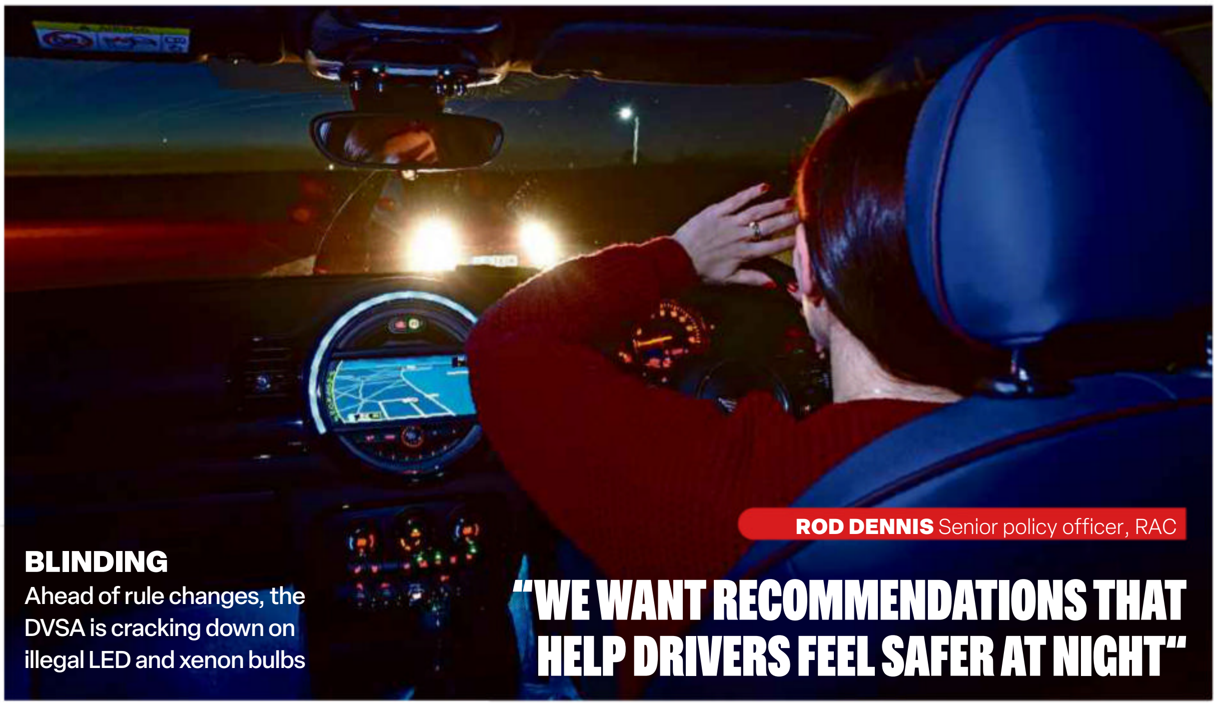
More details to be announced in Labour's upcoming Road Safety Strategy



BLINDING
Ahead of rule changes, the DVSA is cracking down on illegal LED and xenon bulbs

ROD DENNIS Senior policy officer, RAC

> "WE WANT RECOMMENDATIONS THAT HELP DRIVERS FEEL SAFER AT NIGHT"

THE Government could be set to enforce tighter rules on car headlight design amid growing unease from drivers who are being dazzled by bright lights as winter brings longer hours of darkness.

Last year, the Department for Transport (DfT) launched a study into the root causes and effects of headlight glare, with data from the RAC suggesting four-in-five drivers are concerned about getting dazzled by oncoming vehicles.

More than a year later we are still yet to see the findings, but the DfT has told Auto Express that the research "is due to be published in the coming weeks".

A DfT spokesperson said: "We know headlight glare is frustrating for many drivers, especially as the evenings get darker. That's why we commissioned independent research to better understand the causes and impact of glare, which will inform new measures in the upcoming Road Safety Strategy."

This is due to be set out later this year, and one of the many steps the Government plans to take is to ban drivers over 70 who fail compulsory eye tests. It is understood that Downing Street is also considering tightening the rules on headlight design altogether in order to reduce the impact of glare.

According to the DfT, the situation is "a complex issue, so we plan to build on this work with further targeted vehicle-based research to help inform future international lighting regulations".

Such a move would generally be supported by the UK's road-safety organisations, although the RAC's senior policy officer, Rod Dennis, said: "It's important to remember that brighter headlights can give drivers a better view of the road ahead – so there's a balance to be struck."

But he added: "The RAC looks forward to the publication of the Government's report and hopes that it helps explain why so many drivers report struggling to cope with dazzling headlights – whether that's due to changes in technology, the fact more of us than ever are driving vehicles that sit higher on the road, or for some other reason. We also hope it comes with recommendations that lead to road users feeling safer behind the wheel at night."

In the meantime, authorities such as the Driver and Vehicle Standards Agency (DVSA), are trying to reduce glare by cracking down on illegally retrofitted LED and xenon bulbs. These can direct light straight into oncoming drivers' eyes, rather than on the road, if they are not calibrated properly.

"The DVSA has stepped up surveillance to intercept the sale of illegal retrofit headlamp bulbs for on-road use," said the DfT. "Anyone caught could be fined up to £1,000."

New range-topping trim added to Peugeot pair

STANDARD
GT Premium trim brings diamond-cut alloy wheels and a 360-degree camera set-up to help with parking

PEUGEOT'S 3008 and 5008 are pretty posh, but a new top GT Premium trim adds a few luxuries, and unlocks the option of all-wheel drive.

In this spec, the 3008 starts at £42,670, while the 5008 runs from £45,570. They feature diamond-cut alloy wheels and four exterior cameras for 360-degree vision when parking, plus electrically adjustable front seats.

GT Premium also adds black Alcantara upholstery with green contrast stitching and leather-effect trim. However, customers can upgrade to black perforated Nappa leather seats for £1,300 on the 3008 and £1,450 on the 5008.

GT Premium trim is offered with every powertrain on the 3008 and 5008, but Peugeot is also offering a dual-motor version of the electric E-3008 and E-5008 exclusively in the new trim. This combines the 210bhp front-mounted electric motor with another 110bhp e-motor for the rear wheels.

Smart #5 arrives in UK with Tesla-beating prices

THE all-new Smart #5 is now available to order, with prices starting from £39,800. That puts the bold, tech-centric electric SUV within spitting distance of the Skoda Enyaq, and means it's £5,000 cheaper than the Tesla Model Y.

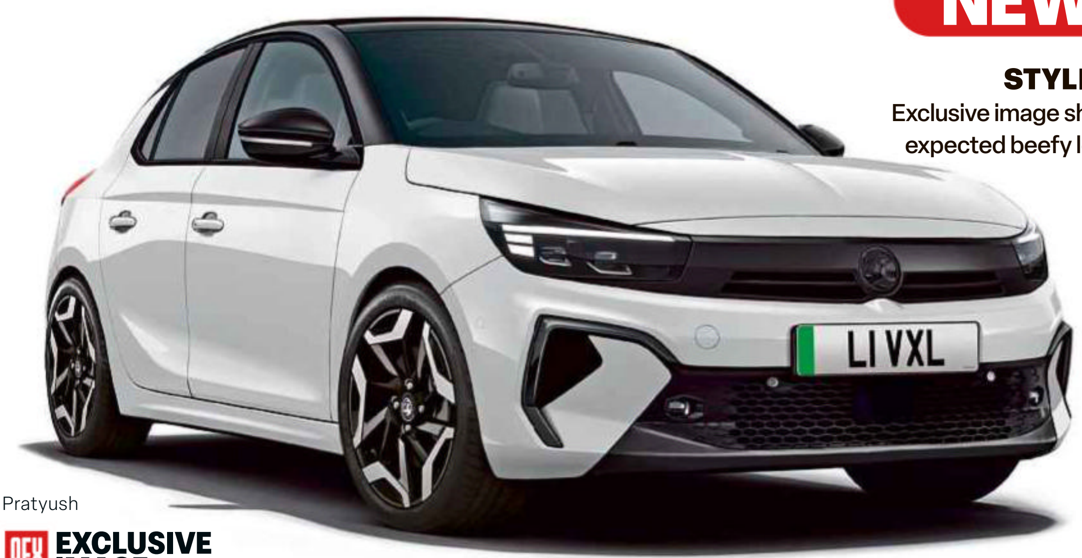
There are six specifications – Pro, Pro+, Premium, Pulse, Summit Edition and Brabus – but no option packs or different powertrains.

Every Smart #5 features a 10.25-inch digital driver's display, a 13-inch central touchscreen, wireless Apple CarPlay and Android Auto, a panoramic sunroof, a wireless charging pad, keyless entry, 360-degree camera system plus lots of driver-assistance tech.

The entry-level Pro uses a single 268bhp e-motor and a 76kWh battery for a 288-mile range, but the Pro+ model (from £43,800) swaps in a 100kWh battery and a 358bhp e-motor that ups the car's maximum range to 366 miles.

The Premium model (from £47,300) gets the same powertrain, but adds more luxuries, whereas the Pulse (which also starts from £47,300) doesn't get all that extra tech; instead it pairs the 100kWh battery with dual electric motors for all-wheel drive and a combined 579bhp. It also adds five special off-road drive modes.

As the name suggests, the Summit Edition (from £48,800) combines the all-wheel-drive set-up with a more 4x4-inspired look. Finally, at the top of the line-up is the #5 Brabus, which costs £51,800 and has a 637bhp dual-motor drivetrain.



STYLING
Exclusive image shows expected beefy looks

Pratyush

EXCLUSIVE IMAGE

New Corsa GSE hot hatch will go on sale next year

Performance EV will inspire sportier trim levels in supermini line-up

Paul Barker

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VAUXHALL will launch a hot GSE version of the current Corsa supermini next year, following the new Mokka GSE that hits UK roads in early 2026 as it seeks to inject excitement and emotional appeal into the British brand.

Although an all-new Corsa is due to be revealed next year, the GSE will be based on the existing model, helped by its close relationship to a couple of sister cars that already use the same powertrain. Like the Mokka GSE (pictured right), the Corsa GSE will have the 276bhp e-motor from Peugeot's upcoming e-208 GTi and the Alfa Romeo Junior Veloce, and will be good for a sub-six-second 0-62mph time.

Uprated set-ups for the suspension, steering and chassis can also be expected, along with beefier styling – shown in our exclusive image (above). The range won't be great, however, with those other cars with the same 54kWh battery and 276bhp motor quoting an official figure of 208-217 miles.

Vauxhall is looking to restore itself to a top-three spot in the UK new-car sales charts – up from its current lowly 11th position – and managing director Steve Catlin told Auto Express that greater enthusiasm is a key part of sparking interest. That means the GSE influence stretching beyond the sporting range-topper and into the more mainstream models.

"I know that in order to reach that ambition, we need to add some further excitement and some emotion into the brand," he told us, without specifically referencing the Corsa GSE. "We've got the GSE sub-brand launch [with Mokka], which is VXR for the electric age. We need that to filter down to the rest of the range, so that we can add some excitement across the trim levels."

STEVE CATLIN Vauxhall MD

> "TO REACH OUR AMBITION, WE NEED TO ADD SOME FURTHER EXCITEMENT AND SOME EMOTION INTO THE BRAND"

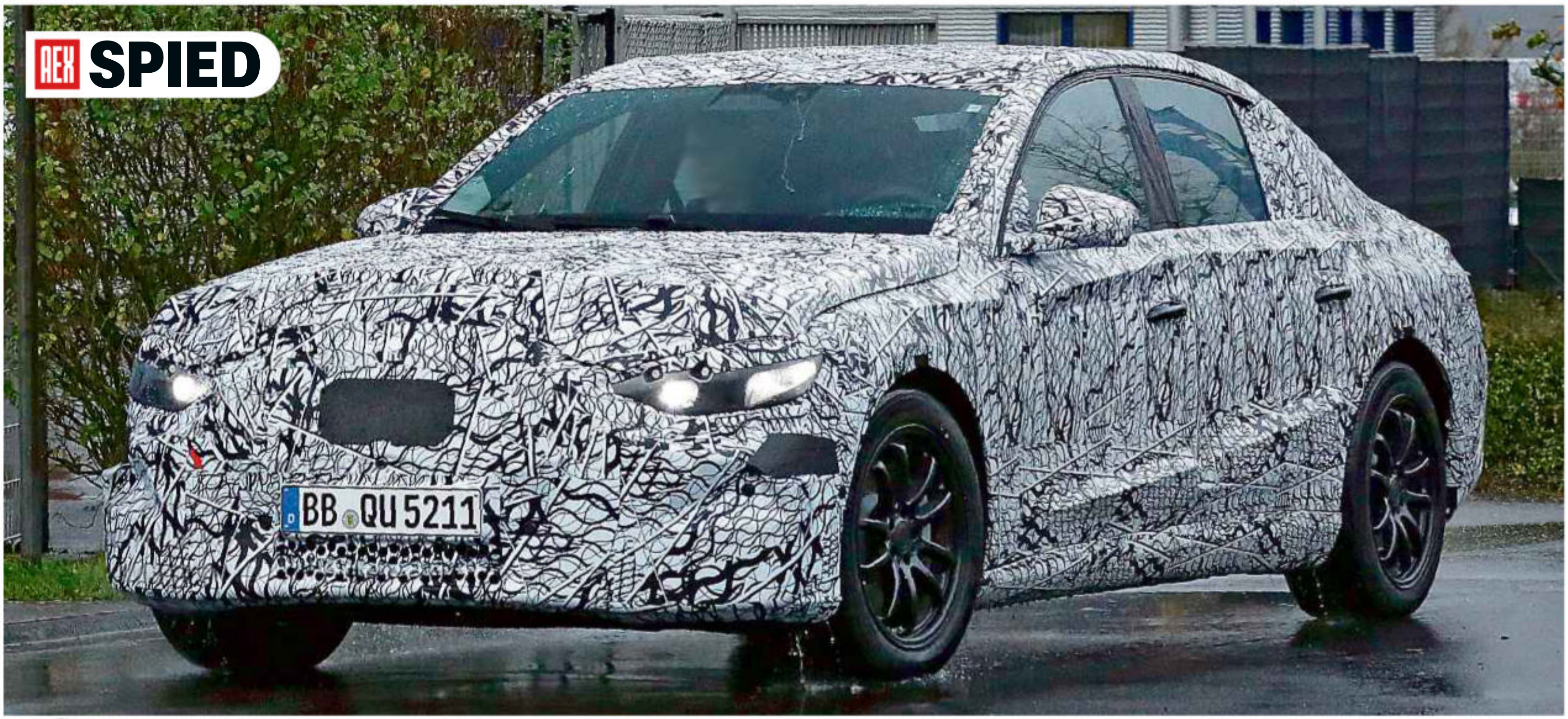
Although the naming strategy for the new trims isn't confirmed, it should follow the likes of Ford's ST-Line or the BMW M Sport trim levels in offering sportier cosmetic upgrades. "The intention is that you get aspects of that GSE halo," Catlin continued.

Vauxhall's boss said the new breed of sporting models will be better performance icons than the plug-in hybrid Grandland and Astra GSE introduced in summer 2023. "I think we have to be honest and say that the first launch of GSE wasn't fitting for the brand, but these [new] models are absolutely the right standard and will carry the GSE name in the right way."

The Mokka SUV is priced around £2,500 above equivalent Corsa models, which could mean the GSE costs below £35,000, before the Government's electric car grant – if that still exists by the time the Corsa GSE arrives towards the end of next year.

E-Class shapes up for e

Replacement for EQE will wear more familiar badge and sell alongside combustion-engine models



Automedia

Ellis Hyde

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THE all-new, all-electric Mercedes E-Class has been spotted for the first time as it begins to get in shape to fight the BMW i5, Volvo ES90 and Audi A6 e-tron.

The E-Class with EQ Technology, as it will officially be called, is expected to be unveiled in late 2026 before hitting the streets sometime in 2027. It will replace the Mercedes EQE, which was created as the pure-electric alternative to the E-Class.

However, before any executives get too alarmed, the E-Class will still be available with combustion power. Mercedes recently decided that it would offer combustion and electric versions of its established models side-by-side – as BMW does.

The two versions of the E-Class will look almost identical, meaning the new E-Class EQ has a much more traditional three-box saloon shape than the futuristic EQE. The long bonnet will hopefully contain an enormous frunk, because there was no storage under the EQE's nose.

> **"THE E-CLASS EQ SHOULD INHERIT A LOT FROM THE GLC, INCLUDING AN 800-VOLT ELECTRICAL SYSTEM AND A TWO-SPEED TRANSMISSION"**

STYLING

Despite the camouflage, our spy pictures clearly show the new E-Class EV will have a more traditional three-box saloon shape than the EQE it replaces

There will still be a huge three-pointed star in the centre of the grille. However, the E-Class is likely to inherit the GLC EQ's three-pointed star daytime running-light signature, and a similar set-up at the rear.

The latest E-Class already features plenty of displays inside, but nothing like the 39.1-inch, pillar-to-pillar Hyperscreen set-up found in the GLC EQ. Something similar will probably find its way into the new executive saloon, along with Mercedes' latest MBUX infotainment system and an AI-powered virtual assistant.

Despite all their similarities, the combustion and electric versions of the E-Class will use different platforms. The E-Class EQ will sit on the same architecture that underpins the new GLC EQ and will also be used by the C-Class EQ that's set to be revealed in the first half of 2026.

So while technical specifications for the new E-Class EQ haven't been revealed, it should inherit a lot from the GLC. That includes an 800-volt electrical system and a two-speed transmission to boost efficiency and performance. The S-Class, meanwhile, will donate its air-suspension system.

Every GLC EQ currently features dual motors that deliver nearly 500bhp, and a 94kWh battery, which provides up to 406 miles of range. It's possible the E-Class EQ will use the same set-up, which we expect to offer around 450 miles of range in the more aerodynamic saloon.

electric future

Charging reform could revolutionise on-street solutions and cut costs

Tom Jervis

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CUTTING
Proposals will reduce red tape for cross-pavement solutions

HUGE changes to the UK's on-street EV charging network could be on the way after the Government proposed reforms that would scrap the need for planning permission for cross-pavement charging solutions, as well as potentially bringing a cut in public charging costs.

Arguably the headline announcement is the proposed removal of the need for planning permission for cross-pavement solutions, such as gullies (shown above) – channels dug into the pavement, through which a cable runs.

With roughly 40 per cent of properties in the country not having a driveway, the complexity and cost of today's planning application processes is thought to be one of the major barriers to many making the switch to an EV.

Ben Whitaker, chief technical officer of on-street charging solution firm Kerbo Charge, explained that residents currently "have to make two separate applications to enable charging without a driveway – [one] to the County Council Highways Authority, and then a more cumbersome second application to the District Council Planning Team."

He said, "What makes this such a barrier is not only that one council might say 'yes', and the other 'no', but also that the application [includes a] non-refundable £528 fee, complex architects' diagrams, maps and, in some areas, a mandatory wildlife impact survey."

The Government's reforms are unlikely to take away all the fees, but the DfT does say the changes should speed up applications and save drivers up to £250. Whether this will happen remains to be seen, however, because all the DfT has said is that it plans to "consider" such a change for now.

One reform definitely happening is that new covered car parks, such as multi-storeys, will be required to have EV chargers. The Government also says it will work with energy regulator Ofgem not only to ensure landlords don't overcharge tenants for home EV charging, but also to ensure rapid connection for public chargepoints and "ensure public costs are fair"; public charging currently incurs a higher rate of VAT than charging at home, so a cut in the rate could bring the two in line.

Transport Secretary Heidi Alexander, said: "We're making it fairer, easier and cheaper to make the switch to electric."

BEN WHITAKER CTO Kerbo Charge

> **"RESIDENTS CURRENTLY HAVE TO MAKE TWO APPLICATIONS TO ENABLE CHARGING WITHOUT A DRIVEWAY"**

Marczyk found 50mph was the most economical speed

Record-breaking Skoda Superb drives 1,759 miles on a single tank of diesel

RALLY drivers aren't famed for their economical driving style, but European Rally Champion Miko Marczyk has proven they aren't one-trick ponies – travelling from Poland to Paris, France, and back on a single tank of diesel.

Driving an almost unmodified Skoda Superb 2.0-litre TDI 150, Marczyk managed 1,759 miles at an average of 108.2mpg. Apart from lowered suspension and low rolling-resistance tyres, the car was as it left the factory.

The journey constituted a new world record, as the greatest distance covered on one tank of fuel.

Ahead of the record run, Marczyk familiarised himself with the car, and discovered that keeping his speed around 50mph ensured the powertrain was at its "most efficient".

In addition to maintaining the correct tyre pressures and driving at a steady speeds, Marczyk's top tips for economical driving include anticipating traffic and minimising braking, opting for Eco mode for "smoother gearshifts and less sensitive throttle response", and using "favourable wind conditions whenever possible".

And Kia PV5 sets new mark for fully loaded electric van

JUST days after Skoda announced its diesel-car record (above), Kia hit back by setting a brand-new benchmark with a fully laden pure-electric van.

An unmodified PV5 Cargo L2H1 with a 71.2kWh battery completed a 431-mile run on public roads with a full payload, setting the world record for "the greatest distance travelled by a light-duty battery-powered electric van with maximum payload on a single charge". It covered 430.84 miles in 22 hours 30 minutes, averaging more than 6.2 miles/kWh.

The run took place at the end of September under "real-world conditions", on an "extra-urban" loop of 36.2 miles.

RECORD HOLDER

Official WLTP range for this model stands at 258 miles, meaning the vehicle exceeded its maximum by more than 172 miles – even with its maximum payload of 690kg.

GEELY EX5
ELEVATE YOUR JOURNEY

The new Geely EX5 blends intelligent design and luxury, making every drive beautifully refined

The Geely EX5 shines a positive new light on the principle of the journey being as important as the destination. This is a vehicle where meticulous design, premium comfort and intelligent technology work in harmony to redefine your driving experience. It's a new standard, thoughtfully engineered for those who demand more from their time behind the wheel.

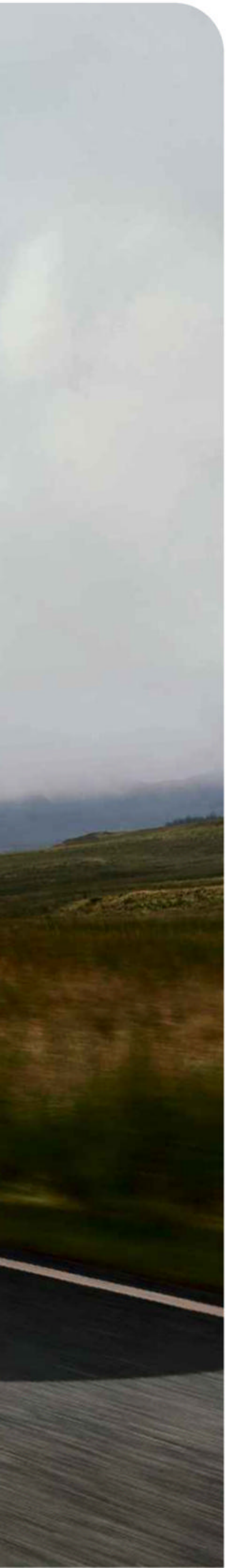
Superior quality

The moment you encounter the Geely EX5, its pedigree is evident. Clean lines and a confident stance give a distinctive on-road presence, helping it stand out from the competition. Every element, from the grille and sophisticated light signatures to its aerodynamic profile, has been crafted to communicate a sense of quality and purpose. Its striking exterior is testament to a philosophy that values form and function - a commitment to excellence affirmed by its prestigious Red Dot Award.

Step inside and you'll find a cabin that's equally innovative and inviting. Built with an unwavering commitment to quality, utilising premium materials and a high level of finish, the Geely EX5 creates an engaging environment that prioritises your complete comfort.

The inventive 5+1 layer seat technology is a central pillar of this approach. Featuring integrated multi-zone massage, heating and ventilation functions*, plus full electric adjustability and memory settings, you'll enjoy every moment of the journey and be sure to arrive at your destination fully relaxed.

SAY HI TO THE GEELY EX5



Sophisticated technology

You'll find plenty of advanced technology within the Geely EX5, acting as a natural extension of its sophisticated design and seamlessly merging into your driving experience. The intuitive Flyme Auto infotainment system provides an intelligent, connected interface that places control at your fingertips, acting as your personal co-pilot, and managing navigation, entertainment and vehicle settings with ease.

Its user-friendly interface has been developed to minimise distractions; from personalised profiles to effortless smartphone connectivity, the technology is always working to create a more natural and instinctive drive.

Complementing this is a 13.8-inch Head-Up Display* that projects vital information directly into your line of sight, allowing you to stay informed without ever taking your eyes off the road.

This intelligent integration extends to the cabin environment itself, with Geely's superior insulation meaning you'll benefit from a library-quiet interior and a serene escape from the outside world. If the mood calls for a more dynamic experience, there's an immersive 16-speaker sound system* delivering crystal-clear audio and ready to transform every journey into your own private concert hall.

Engineering excellence

Underneath the sleek, sculpted body of the Geely EX5 is where the real story lies. This isn't just another electric car; it's a showcase of smart engineering designed to deliver for your lifestyle with dynamic performance and unwavering reliability.

At its core is the advanced Short Blade battery. Renowned for its robust energy density, extended longevity and exceptional safety features, it provides peace of mind for mile after mile. This innovative battery works in perfect balance with Geely's 11-in-1 electric drive system; a groundbreaking concept that unifies 11 major powertrain components into a single, compact unit - helping to reduce weight and boost overall efficiency.

The result is a highly capable electric vehicle that manages its energy intelligently, turning every joule into usable power. It translates to the kind of performance that matters to today's modern driver: smooth, linear acceleration and a range that means you can head out on the open road without a second thought.

Request a test drive today and discover the Geely EX5.

*Included as standard with Max specification

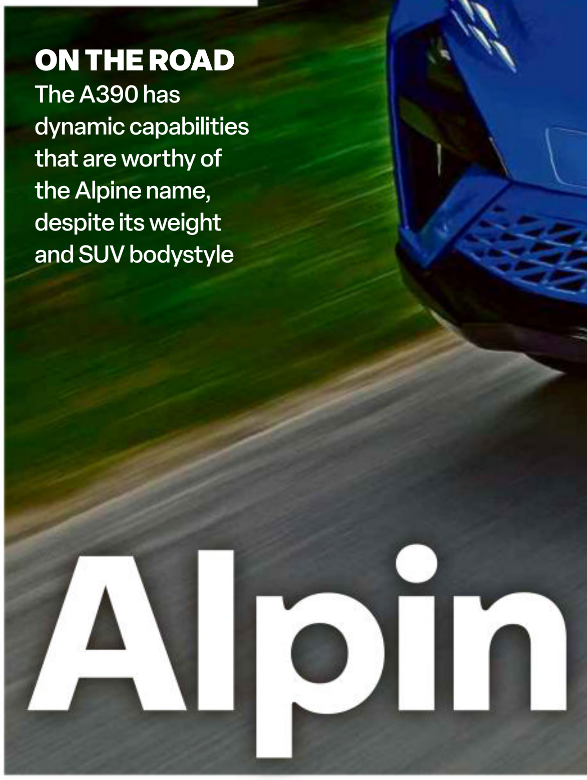
GEELY

FIRST FOR DRIVES

26 **SEAT ARONA**
Crossover gets new look and kit

28 **FORD MUSTANG GTD**
Roadgoing race car rated

30 **ALFA ROMEO TONALE**
Our first test of updated SUV



ON THE ROAD
The A390 has dynamic capabilities that are worthy of the Alpine name, despite its weight and SUV bodystyle

Alpin

FIRST DRIVE There's no fault
drives, or its daring styling – b

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

IF you're looking at the car in these pictures and struggling to get a sense of what an Alpine A390 is, you're not the only one. The A390 GTS is very much an 'Alpine' in terms of its design, but this is an all-electric 4.6-metre-long crossover packing a high-performance powertrain underneath a body that's somewhere between an SUV, a coupé, and a four-door fastback.

The car's technical starting point doesn't make good reading for fans of the high-performance French brand, either. Unlike the A110 sports car, which features a bespoke all-aluminium structure and platform, the A390 shares more with the Renault Scenic and Nissan Ariya. But before we write this car off as anything more than a sheep in wolf's clothing, let us consider that Alpine has a history of taking a relatively mundane Renault platform and making it a more interesting proposition – just look at what it did with the A290 supermini.

The efforts Alpine has gone to with its A390 are clear when you read its specification. Its electric motors are bespoke, and have been developed in-house to give the A390 the only tri-motor layout in any car costing less than £100,000. Its 89kWh battery is also new, unique to this model, and about the right size for a car of this class. For reference, it sits just above models like the Audi Q4 e-tron, and below the Porsche Macan Electric.

The A390 isn't a big car, though. It doesn't feel as chunky as other premium electric SUVs, and while the 21-inch wheels and high floor shout "electric SUV", the body doesn't. Its silhouette is cab-forward, with a short bonnet and a high point on the roof just behind the driver's head. By design or not, this is a trait found in the mid-engined A110; the two have an aesthetic baseline that is aligned, if not identical.

Alpine's designers have given the A390's nose some concept-car-like lighting treatments, with

e A390

ing how this sporty new SUV ut there are compromises

a complex arrangement of four small daytime running lights that reference the quad lamps of the A110. These are joined by a lightbar that stretches between them, and there's a collection of smaller LEDs below for the full effect. The headlights, meanwhile, are cleverly hidden in the lower intakes.

The side is also quite complicated, with a mix of aggressive creases and lines that aim to hide some of the body's bulk. But in order to give the A390 a shoulder line, Alpine has had to narrow the cabin, impacting space inside. The rear door handles are hidden, while the back end is finished off with another lightbar, plus a wraparound glass screen.

It has a dainty nature; consider it as a gymnast with chunky thighs as opposed to the Macan EV's sumo-wrestler shape – an analogy that isn't too far out when it comes to the driving experience, either, because Alpine has been practicing some engineering magic in making this 2.1-tonne EV feel truly agile. There are a few elements that unlock this ability, starting with that tri-motor layout.

By having two separate motors mounted on the rear axle, Alpine isn't just able to double the relative power; it can also apportion torque to each wheel independently. Combined with the front motor, this gives the A390 GTS a maximum 463bhp. That's not exactly ground-breaking for the class, but the way the Alpine delivers this power and its extraordinarily high 808Nm torque figure are the differing factors.

Accelerate hard out of a corner and you can feel the car lean into its outer rear wheel, not just helping with traction, but also giving it a sense of gentle oversteer. It's not unlike the Mitsubishi Lancer Evo from the late 2000s, which used this type of augmented torque delivery to improve traction and reduce understeer at the same time. Some

ESSENTIALS

Alpine A390 GTS

Price: £70,000 (est) **On sale:** Early 2026
Powertrain: 89kWh battery, 3x e-motors
Power/torque: 463bhp/808Nm
Transmission: Single-speed auto, four-wheel drive
0-62/top speed: 3.9 seconds/136mph
Range: 322 miles
Max charging: 190kW (15-80% in <25 mins)
Size (L/W/H): 4,615/1,885/1,532mm

DETAILS
Alpine is certainly more daring than German rivals with colourful trim, while Devialet premium audio package sounds fantastic

INTERIOR
With its bold use of colour, the cabin doesn't feel as premium as some rivals, while using the dual screens from the Renault Scenic shows a lack of individuality

"The A390 feels agile in the way that a Macan can't and it revels in attacking challenging roads"

EVs have a torque-vectoring differential on the rear axle to elicit a similar effect. Both the Porsche Macan Turbo and the Polestar 3 offer those systems on a dual-motor set-up, but this layout feels sharper and more responsive. Alpine quotes a 0-62mph time of 3.9 seconds and we have no reason to question this claim – the car feels that fast and more, even in the streaming rain.

The good news is that the A390's steering and suspension feel able to control this level of chassis development. The steering is direct and linear, and feels in tune with the overall driving experience. It is a touch light and could have a little more feedback around the straight ahead, but we like the way you can anticipate the levels of available grip from the front end – not unlike the A110.

The suspension is where the two cars begin to differ, though. The A110's extraordinary fluidity, which is facilitated by its ultra-lightweight body, isn't really possible with the A390. Instead, the SUV's suspension is firm, with its explicit task being to control the mass – something you can feel as you drive down broken back roads. However, it does have a trick or two up its sleeve.

While the suspension is stiff, there's lots of travel – not always a given on EVs – and it comes with hydraulic bump stops that allow the engineers to make full use of that movement without worrying about bottoming out. This gives the whole car excellent composure, and the ability to shake off ruts and potholes, even on 21-inch wheels. It gives you confidence that the A390 has been set up by genuine experts, just like the A110 – it just happens to be in a very different package.

We've no qualms about this car's dynamic ability, then. The A390 feels light-footed and agile in a way a Macan can't, and it revels in attacking challenging European roads with the class and competence of its sporty range-mates. But considered as a daily driver, things start to come undone.

Ultimately, although the materials are good and the seats are superb, the A390's cabin doesn't have the appeal it needs at this price point. Plus lifting its entire dashboard layout from the Scenic takes away from this car's individuality.

It's not that the screens aren't good – on the contrary, the Google-based software is easy to use, and there are plenty of toys buried inside the firmware for things such as lap-time telemetry and driving modes. However, the distinctive horizontal and vertical layouts dominate the cabin's architecture; we can't help feeling that Alpine could have done something more special here to make the A390 appear unique.

The battery range isn't great either. Nowadays, 400 miles feels like the baseline for a car like this, yet Alpine is only projecting a figure of between 310 and 340 miles depending on specification and wheel size. For comparison, the Porsche Macan will do more like 380 miles, a Polestar 3 is well over 400, and BMW's forthcoming iX3 is targeting the magic 500 miles to a charge.

The Alpine's top-up times are fine but unexceptional, with a peak speed of 190kW. That means you can expect to get the battery from 15 to 80 per cent in "less than" 25 minutes. Yet each and every rival mentioned above smashes this figure, in spite of their bigger batteries.

Space is also something of an issue in the Alpine. Up front, there's a shortage of storage for small items, with only one small cup-holder on the centre console and a dark, hidden space under the main stack. We'd like to sit a little lower, and while we're fans of the gear selector controls on the centre console, they feel crammed into a cabin whose architecture is based on a simpler model.

The rear quarters are quite tight by the standards of the class, too, with compromised head and shoulder room thanks to the sloping, tapering roof. It's also dark, with small windows and no glazed-roof option, but at least there are three seat belts in the back, and the rear bench does fold. The boot is less of an issue – its 530 litres of space is what you'd expect considering its exterior dimensions.

And this brings us to the crux of the car's issues. The A390 makes sense as an addition to Alpine's

ALPINE
A390 GTS
W-544-HX
92

PRACTICALITY AND COMFORT

Luggage space (top right) is good for the class but passenger comfort is compromised by the roofline. Diamond-cut alloy wheels are smart

range. This is a more practical, five-door, company-car tax-friendly SUV that would make a great everyday companion for someone who has an A110 in the garage for the weekend, and perhaps even an A290 parked outside for urban duties.

However, in the context of other cars that standalone customers will be comparing it with, there are just too many compromises that outweigh its dynamic talents.

Alpine hasn't released official pricing for the UK, but estimates suggest this top-spec GTS model will start from around £70,000 – and that's just too much. At this price a Macan 4, with its more spacious interior and significant range advantage, is hard to overlook. Gaze further into the future and SUVs like the new iX3 will offer up to 500 miles of range for a projected price of under £60k.

We love the A390 – it just about proves that electric SUVs can drive with the spirit of something like a sports car. But it will be interesting to see how many people will actually go out and buy one.

VERDICT ★★★½☆

THIS is a car full of contrasts. In the areas that you wouldn't expect a mid-size electric SUV to be good, the Alpine shines. It's engaging to drive and performance is exhilarating. Yet as a commercial proposition, it's lacking in places, especially against the high class of competition it'll be facing at its expected price point. If you deem these compromises acceptable, you'll have a brilliant car to enjoy – and most probably an exclusive one at that.

SEAT Arona

FIRST DRIVE Design tweaks and extra kit give Spanish car a boost in the increasingly crowded small crossover class

Alastair Crooks

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SEAT has breathed new life into its range recently, announcing mid-life updates for both the Ibiza supermini (Issue 1,906) and Arona small SUV. But we've been made to wait, because the revised cars were first teased two years ago.

The Arona arrived in 2017, designed to tackle the all-important crossover class and going up against cars such as the Nissan Juke and Vauxhall Mokka. The segment has exploded in recent years, welcoming the big-selling Ford Puma, plus other models from the Volkswagen Group, including the VW T-Cross and the Skoda Kamiq. The Arona was first facelifted in 2021, but this latest round of changes aims to focus on the model's design, while also throwing in some extra kit as standard.

With SEAT repositioning itself as the VW Group's 'entry brand', price will be the most important factor in determining how popular the new Arona (as well as the Ibiza) is in time. Although the list price hasn't been officially announced, we've been told that the SUV will start from roughly £23,000, with flagship models maxing out at around £28,500, meaning like-for-like savings of up to £1,500 over the current car. The updated Arona will ditch today's entry-level S and range-topping XCellence trims; SE now sits below SE Technology, with First Edition and FR Sport cars completing the line-up.

Visual changes include new LED headlights, fresh bumpers, a reshaped grille and a selection of 16 and 18-inch alloy wheels, while FR Sport cars get bucket seats and a unique bodykit.

Standard equipment across the Arona range now includes a cooled wireless smartphone charger – which is apparently three times more powerful than before – plus a six-speaker sound system and a perforated-leather steering wheel.

Jump inside and you'll find a cabin that's familiar to anyone who's sat in a VW Group car over the past decade. It might be old and a bit dull, but don't think that's a slight on the Arona's overall interior, because it has plenty of positives.

First off, the ergonomics. Aside from the Arona's slightly higher driving position and more upright windscreen, the layout is the same as you'll find in the Ibiza. The physical controls on the steering wheel, plus the bank of controls mounted low down on the dashboard, are super-simple to use and feel sturdy. They're significantly easier to operate than the haptic switches Volkswagen puts in its more modern cars, for sure.

Entry-level SE cars are fitted with an 8.25-inch touchscreen, with higher-spec models getting a larger 9.2-inch display instead. Both get a simple menu layout, which makes it intuitive to use on the move, although loading times for the various functions were slow at times. It's easy enough to bypass the fairly dated interface, however, thanks to the fact that Apple CarPlay and Android Auto connectivity are standard across the line-up.

An eight-inch or 10.25-inch 'Digital Cockpit' sits in front of the driver depending on spec, although we found nothing wrong with the smaller screen here, because it places greater prominence on key functions like the rev counter and speedometer.

The Arona will continue to be offered with three turbocharged petrol engines before mild-hybrid power joins the range in 2027. Right now, there's a 1.0-litre three-cylinder with either 94bhp or 114bhp, plus a choice of manual or automatic gearboxes. Then there's our car, which has the 148bhp 1.5-litre turbocharged four-cylinder, available exclusively with a seven-speed DSG automatic transmission.

SEAT hasn't changed the SUV's technical underpinnings for 2026, so it feels familiar to drive. That engine is one of the best in the VW Group for its combination of performance and efficiency, especially when it's utilised in smaller models such as the Arona. Although we found the unit a little thrashy under hard acceleration (we're looking forward to the quieter mild-hybrids), the SUV never felt short of oomph and the automatic gearbox switched between gears smoothly.

The Arona remains one of the better small SUVs to drive, thanks to well weighted steering and an ability to keep body roll mostly in check. The ride is still a bit of a bugbear, though; on our test car's 18-inch wheels, we noticed plenty of jiggles and imperfections – despite driving on what looked like relatively smooth roads in Ibiza.

As for practicality, things haven't changed here either. The 400-litre boot is about on par with rivals, and so is overall interior space. If you need more rear legroom, the Kamiq's slightly longer wheelbase means it will better cater to tall rear passengers.

ESSENTIALS

SEAT Arona 1.5 TSI 150 SE Technology

Price: £24,500 (est) **On sale:** January 2026
Powertrain: 1.5-litre 4cyl turbo petrol
Power/torque: 148bhp/250Nm
Transmission: Seven-speed auto, front-wheel drive
0-62/top speed: 8.4 seconds/130mph
Economy/CO$_2$: 50.4mpg/128g/km
Size (L/W/H): 4,154/1,780/1,529mm

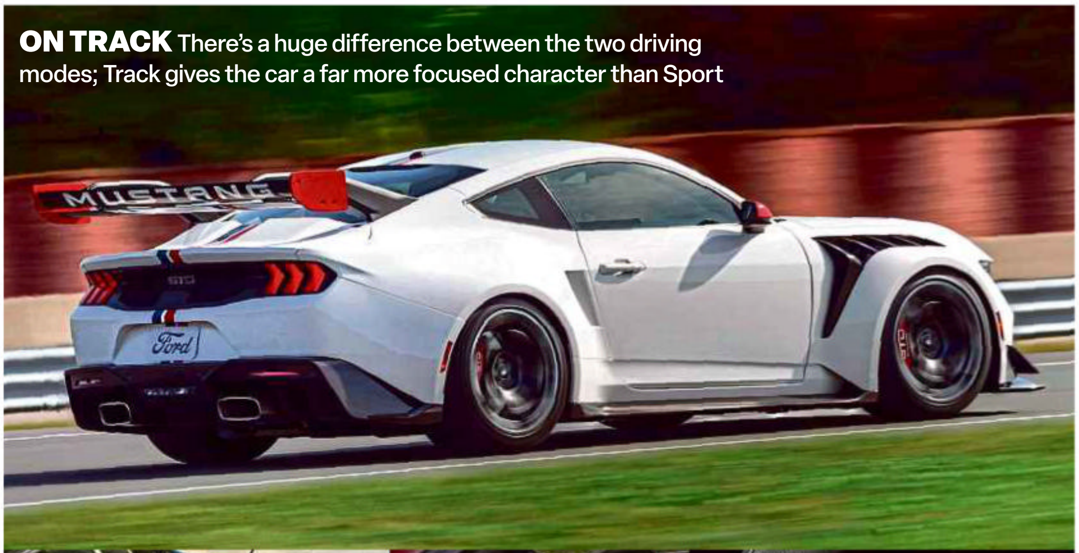
ON THE ROAD The Arona handles nicely, but the ride on our car's 18-inch wheels jiggled a lot on smooth surfaces

INTERIOR
Physical controls are a plus point, while rear seat and boot space is average for the class

VERDICT ★★★½☆

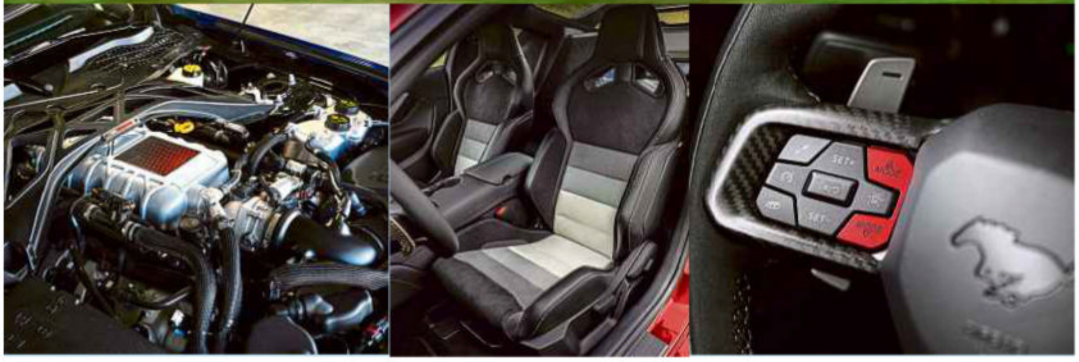
IT seems odd that SEAT has given the Arona such a mild facelift considering the size of the small SUV market, and how old the car is. Not much has changed inside or out, but the Arona shows how SEAT and the VW Group hit the mark for cabin ergonomics a few years ago. Incoming mild-hybrid tech should give the car a more competitive edge when it arrives.

> **"SEAT hasn't changed the SUV's technical underpinnings, so it feels familiar to drive"**



ON TRACK There's a huge difference between the two driving modes; Track gives the car a far more focused character than Sport

Auto Bild



DETAILS Supercharged V8 (above left) sounds fabulous, while sports seats are very comfortable and controls on steering wheel are easy to use

Robin Hornig

THE Mustang GTD is a fascinating car – to behold, as well as to drive. This is a wide-body, Porsche 911 GT3 RS-fighting Ford that will be sold in small numbers and only in left-hand drive. No more than a handful will come to the UK.

With a track widened by around 100mm and those massively flared wings, the GTD is over two metres wide – a good 120mm more than a normal Mustang. Yet it feels familiar very quickly, at least to anyone used to heavy-hitters such as the Mustang, Dodge Challenger and their kind.

The interior certainly contributes to that sense of familiarity. From the outside, you can barely recognise the original Mustang under its new carbon-fibre armour – even the roof, doors and bonnet are made of the material – but inside, everything is as you'd expect. There's no roll cage, and no radical bucket seats, either. Instead, you get new GTD graphics in the on-board computer and a plaque with a serial number, showing that each car has been handcrafted by racing specialists Multimatic in Canada. But that's about it.

We open proceedings in Sport mode, even though there's a much sharper Track option available. It's amazing how civilised the car feels and how effortlessly the GTD can be driven. The same praise the dual-purpose Porsche attracts, given its suitability for both the racetrack and the supermarket, also applies to the Mustang GTD. If you ignore the lack of a boot, of course – a casualty of the transaxle design at the rear.

Of course, in reality, a supermarket car park makes as little sense for a GTD as it does for a 911 GT3 RS, because nobody will be doing their weekly shop in one of these. But the core point stands: the Mustang GTD has a degree of everyday usability. It's not as intimidating to see out of as its wild aero might suggest; the throttle isn't overly responsive, and the car's suspension isn't too harsh.

We're driving the car on track, and during our first few laps, our confidence soon builds. The Michelin Pilot Sport Cup 2 R tyres get up to temperature quickly. The car and tarmac form a tight bond.

Soon, it's time for Track mode. This can only be set at a standstill, and after an extra confirmation, the GTD lowers itself on its adaptive suspension by around 40mm at the front and 30mm at the rear.

The entire rear axle is designed as an inboard-mounted pushrod system, placed deep in the tail and connected to the body via a motorsport-style tubular subframe. Each damper has two springs. In Track mode, one of these is hydraulically pre-tensioned, which nearly doubles the spring rate and, together with the lower ride height, ensures maximum stability under high downforce. This tech is made visible through a small polycarbonate window in the rear, behind which the blue-and-gold Multimatic dampers work like clockwork.

And then it happens. Like one of those famous Transformers robots that can turn into anything, the Mustang GTD adopts a completely different character than it had in Sport mode. Absolutely everything about the Ford is sharper, pointier or

Ford M

FIRST DRIVE We hit the track in
Ford's famous Pony Car, and it tu

INTERIOR In contrast to the wild exterior, almost everything is standard Mustang inside

ustang GTD

the new, hardcore version of
rns out to be a bit of a beast

faster. We can't think of another car with such a massive spread between its two driving modes.

The sophisticated aerodynamics – an active adjustable rear wing, underbody diffuser and vents in the bonnet – allow for incredible cornering speeds. The active aero includes a DRS function, similar to the set-up used in F1, which alters the air resistance. The huge, hydraulically adjustable rear wing presses the car onto the track, while the braking system, with its carbon-ceramic discs, is brutally direct, instantly available and stops the car on a dime. Deceleration is exceptional – which is sorely needed with a kerbweight of around 1,970kg.

And then there's the engine. All too rarely these days do you hear the shriek of a supercharged V8 – let alone one that produces over 800bhp. It's based on Ford's GT3 race engine, blasting the GTD from 0-62mph in 3.2 seconds, and on to 202mph. It's an incomparable pleasure. And if our environment wasn't in such a state, we'd be tempted to curse the impending ban on combustion engines for taking away goosebump moments like this.

All in, the Mustang GTD has more character than a 911. The near-flawlessness of today's GT3 RS is what robs it of some of the thrill, yet this is retained in the Mustang GTD. It rides a bit more boisterously, and gives you a good shake from time to time. Not everyone likes something so untamed. But we do.

ESSENTIALS
Ford Mustang GTD

Price: £315,000 (est) **On sale:** Now
Powertrain: 5.2-litre V8 supercharged petrol
Power/torque: 815bhp/900Nm
Transmission: Eight-speed dual-clutch auto, rear-wheel drive
0-62/top speed: 3.2 seconds/202mph
Economy/CO2: TBC
Size (L/W/H): 4,918/2,075/1,410mm

AEX VERDICT ★★★★★

NO matter how well prepared you think you are, some cars will just surprise you. The GTD is worlds away from a normal Ford Mustang, yet nothing like a Porsche 911 GT3 RS – even though they compete in the same league. Thankfully, this hardcore Ford has its own special, wild yet controllable character, which is only fully unleashed in Track mode. Here, the Mustang GTD is a true Transformer.

Alfa Romeo

FIRST DRIVE Refreshed SUV gets meaner looks and revamped cabin, yet those looking for a sporty experience should look away

Holger Preiss

THREE years after it launched, the Alfa Romeo Tonale has been given a little mid-life refresh, including an updated interior and a sharper look that draws from the brand's glorious history, showcasing its strong sense of style.

The redesigned front takes some inspiration from legendary Alfas like the Giulia GTA and GTAm sports saloon, and we think there's even a hint of the 156 GTA about it. The subtly reshaped 'Scudetto' grille was inspired specifically by the brand's gorgeous 33 Stradale supercar, with the concave slats sitting within a new floating frame. We won't go into every single styling tweak, but taken together, the changes certainly give the car a meaner persona.

The Tonale's interior could be characterised by high-quality materials and touching details. There wasn't much fault before the facelift, but fantastic sports seats with new red leather upholstery, or a combination of white synthetic leather and black Alcantara, are now available, framed by further white contrast stitching. This configuration also brings the same material to the dashboard, door panels, armrest and redesigned centre console.

Then there's the massive aluminium shift paddles behind the three-spoke steering wheel, the razor-sharp 12.3-inch instrument panel with the double-bubble surround, new rotary gear selector, and another dial above it for Alfa's DNA drive modes. Dare we say it, the cabin almost offers the feeling of sitting in a hypercar rather than a C-segment SUV.

We're grateful that the Tonale has retained its physical controls. Things that would be controlled via the touchscreen in other cars are still handled by the buttons and switches here. But the annoying beeping of the speed warning must be deactivated with a tap on the 10.25-inch central touchscreen.

The engine options are the same as before. Which is the best for you is ultimately a question of utility and budget. The entry-level model features a turbocharged 1.5-litre four-cylinder petrol engine with 48V mild-hybrid assistance. This configuration delivers 173bhp, 0-62mph in about nine seconds and sends its power to the front wheels via a seven-speed dual-clutch transmission.

Above that is the plug-in hybrid Q4 version that we're driving here. The engine is a slightly smaller 1.3-litre four-cylinder with a six-speed automatic, and it's paired with a larger, more powerful electric motor and 15.5kWh battery. The e-motor powers the rear wheels, giving you all-wheel drive and a combined 265bhp, which reduces the Tonale's 0-62mph time to less than seven seconds.

The plug-in set up's 270Nm of torque is delivered in a pronounced and satisfying wave, and the petrol engine is happy to rev close to its limiter when you floor the throttle: it all adds up to a decent shove. Whether this is enough to actually reach the claimed top speed of 128mph we weren't able to try out on our Tuscan test route in Italy.

It's clear that the sportiness Alfa claims doesn't extend to the steering. While the company said its engineers managed to find the optimal weight distribution between the front and rear axles, and achieved "the most direct steering", it's a shame that it provides almost no feedback from the road, even in Dynamic mode.

In fast corners, the driver doesn't know whether the Tonale is understeering or losing grip. The fact that the electric motor pushes through the rear wheels doesn't help either. We never felt properly confident behind the wheel during our drive.

That's true even with the frequency-selective dampers set to 'Sport', although we felt the chassis stiffen compared with 'Normal' mode. In the default setting, there was a noticeable rebound at the rear over every bump. Even so, there was still a lack of the definitive sportiness expected from an Alfa.

And the plug-in hybrid's electric credentials aren't much cop either. Rivals such as the BMW X1 and Audi Q3 offer more pure-electric range and shorter charging times. For reference, the Alfa Romeo will officially do just 38 miles before the petrol engine takes over.

It's all the more annoying then, that with an empty battery, all the work falls on that rather puny

ESSENTIALS

Alfa Romeo Tonale Q4 PHEV Sport Speciale

Price: £48,425 **On sale:** Early 2026
Powertrain: 1.3-litre 4cyl turbo petrol PHEV
Power/torque: 265bhp/270Nm
Transmission: Six-speed auto, four-wheel drive
0-62/top speed: 6.6 seconds/128mph
Economy/CO$_2$: 217.3mpg/85g/km
EV range: 38 miles
Size (L/W/H): 4,522/1,841/1,614mm

ON THE ROAD

Tonale doesn't deliver the sporty drive that you'd expect from a car with an Alfa badge

Tonale

> “The redesigned front takes some inspiration from legendary Alfas like the Giulia GTA and GTAm sports saloon”

Auto Bild

four-cylinder motor, which seems overwhelmed pushing the 1.9-tonne Tonale. It expresses its displeasure very clearly with the noise it makes.

You can’t keep the battery topped up through brake regeneration, either. Yes, you can save some battery capacity at the push of a button, but you can’t determine the level of regen yourself. Alfa’s engineers have already decided that for you, with the strength increasing only when you switch the car into Dynamic mode.

UK prices for the updated Tonale haven’t been confirmed yet, but CAP Data suggests a base mild-hybrid should start from just over £37,000. The plug-in hybrid version should cost from about £43,000, with the Sport Speciale we drove priced at £48,425. An all-singing, all-dancing Veloce model should still be less than £50,000.

INTERIOR

New trim options are available for the cabin, which still retains plenty of physical controls, rather than forcing you to use the central 10.25-inch touchscreen to change settings

VERDICT ★★★☆☆

DESPITE the more assertive styling, buyers who are after the sportiest SUV around will be disappointed by the refreshed Alfa Romeo Tonale – in pretty much all respects. This PHEV powertrain feels off the pace when it comes to charging – and range, too. Yet if a stylish, well built interior matters more, there’s still appeal to be found in Alfa’s smallest SUV.

VOLVO ES90 – DESIGNED FOR A LIFE IN BALANCE

Volvo's new ES90 offers safety, technology and versatility in the sleek shape of a distinctly

The new Volvo ES90 stands apart, blending the sleek style of a saloon with the space of an SUV. With long range and rapid charging, going electric is easy. Designed for balance, the ES90 delivers premium performance without compromise.

By blending the best of all the genres, the ES90 is truly in a class of its own, offering versatility, comfort, a commanding driving position with sophisticated Scandinavian style. It's a car which represents a new era of safety, sustainability and human-centric technology.

There are no compromises when it comes to driving either. The ES90 is the first Volvo car to feature an advanced 800-volt electrical architecture, helping to unlock faster charging, better performance and more efficiency. The result is a car that goes further and charges faster than any electric Volvo before. The ES90 offers a driving range of up to 435 miles under the WLTP testing cycle – that's enough to take you from London to Edinburgh with miles to spare.

Part of this efficiency is due to the ES90's carefully sculpted shape, which helps it slip through the air with a drag coefficient (Cd) of just 0.25 - the lowest of any car Volvo has ever built. Once it is time to top up the battery, the ES90 is capable of adding 187 miles of range in just 10 minutes at a 350 kW DC rapid charging station.

The inside of the ES90 has also been crafted to ensure long journeys are completed in luxurious comfort. Scandinavian styling means there are sophisticated yet muted shades, rich wood grains in gently sweeping curves, and subtle lighting.

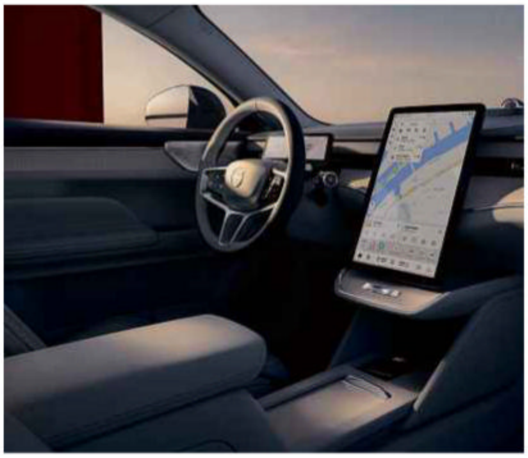
The second-row passengers haven't been relegated to second class either, thanks to a huge 3.1 metres between the front and rear wheels, which liberates generous legroom. There is space for luggage too, with 424 litres of capacity accessed by a full tailgate, giving the ability to carry awkward loads such as a bike with ease.

The ES90's glass roof stretches over the cabin, flooding the interior with natural light, with a laminated layer improving sound and heat insulation. All occupants enjoy ergonomically designed seats in both the front and rear of the cabin, with a shape designed to reduce pressure and ease shoulder strain.

You'll be able to breathe easy too. A four-zone climate system with an advanced air purifier can stop up to 99.9 per cent of grass, tree and pollen allergens from entering the cabin. Noise is also efficiently filtered, taking an already smooth and serene riding experience to the next level.

The driver will always be in control, with switches

VOLVO



Scandinavian saloon.

for key functions such as the gear selector and audio all within easy reach, on or around the stylish steering wheel. Technology is powered by next-generation core computing systems, meaning the ES90 is designed to evolve over time through continuous software updates.

As you'd naturally expect from a Volvo, safety is paramount. The ES90's strong safety cage, state-of-the-art restraint systems, and optimised deformation zones will protect in the event of a collision, while its active safety systems are there to help prevent accidents from happening at all. These are powered by an array of sensors including five radars, seven cameras, 12 ultrasonics, and a LiDAR sensor.

It means the ES90 is a car which is perfectly poised to handle family time while also being prepared for your professional needs. It is truly designed for a life in balance.

Scan to discover more:

Phil McNamara

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"TODAY DS is far away from the likes of Audi, but you need to start the dream," then-CEO Carlos Tavares told us over a Parisian lunch in 2014. "Anybody trying to compete in the premium area thinks they need to fight the Germans with the same weapons. I won't do that because I will lose.

"We want to convey the French touch, sophistication and trendiness in our new DS models; the French way of life, everything that makes the Brits come to France for their holidays. DS is a fashionable brand. This is unique to us."

Carlos Tavares was the hotshot leader who dragged Peugeot and Citroen from near-bankruptcy to profitability, and had the vision to take DS from Citroen sub-brand to standalone French premium marque. His ambition was clear: with Chanel, Louis Vuitton and Hermès world leaders in luxury accessories and fashion, why couldn't the French carve a similar niche in premium cars, introducing avant-garde design where the Germans offered conservatism and comfort instead of sportiness, underpinned by exceptional customer service?

REGISTRATIONS

Fast forward to 2025 and the DS brand has its fourth CEO in a decade, Xavier Peugeot. European registrations are down almost 21 per cent this year to just 20,784 cars – less than half the volume of minnows Alfa Romeo and Lexus. Indeed since DS launched its first bespoke car, the DS 7 Crossback in 2017, the brand has never topped 50,000 registrations in Europe. And Chinese sales have evaporated as that market has embraced domestic EVs.

Under the leadership of the former Citroen product director and member of the founding Peugeot family, DS is priming itself for another premium push. The No8 – a pure-electric crossover – is the flagship car, flanked by the No4, a facelifted and rebadged version of the family hatchback launched in 2021. Note the new naming convention, a la Chanel perfume. A third model, expected to replace the 7 Crossback, is due to be launched next year.

"There is a momentum, which is very exciting for DS, with three launches in 18 months," says Xavier Peugeot, at a meeting with Auto Express at the British Motor Museum. He's here with his French heads of sales and product development, plus UK managing director Jules Tilstone, to present the new range to investors, including representatives of the 27 retailers who registered 1,152 cars in 2024. Between them.

"We do not deny that our sales were down in 2024," Peugeot tells Auto Express. "To me, 2024 and 2025 are transition years. The car market is highly competitive [and] you need to feed your product range on a very regular basis, [otherwise] you are immediately impacted."

The No8 is DS's first all-new car since 2021. That is damning, with the DS 7 and now seven-year-old DS 3 compact SUV left to age, and new model introductions slowed: the pure electric version of the DS 4 is now arriving more than a year late, for example. But it's hard to prioritise investment in DS when the Stellantis autos group has 13 other brands, many with a more convincing chance of delivering a bigger return faster than the French manufacturer.

"DS is a profitable brand," counters Xavier Peugeot. "And we'll go into next year with some incredibly powerful tools that we didn't have going into 2025."

Carlos Tavares left Stellantis almost a year ago, but not before making ambiguous comments that loss-making brands could face awkward questions. But Peugeot vows the question of DS's closure is "not on the table", because of Stellantis' otherwise limited access to the premium market, which he claims represents one quarter of European volume and nearly 40 per cent of the profits.

"Should we stop a brand bringing profitable results to the company in a premium segment,

DS AUTOMOBILES
N°8

DS TH LUXU JUST JE NE

FRESH HOPE
The DS 7 was the brand's first bespoke model and DS is pinning its hopes for growth on the new No8 (below, left and right)

E FRENCH RY BRAND MISSING... SAIS QUOI

Posh French brand thinks new No8 EV could be the key to sales growth that has eluded it so far. We meet DS executives to find out more

DS 7 CROSSBACK
• LA PREMIERE •

XAVIER PEUGEOT DS CEO

> “WE DO NOT DENY THAT OUR SALES WERE DOWN IN 2024. TO ME, 2024 AND 2025 ARE TRANSITION YEARS. THE CAR MARKET IS HIGHLY COMPETITIVE AND YOU NEED TO FEED YOUR PRODUCT RANGE ON A VERY REGULAR BASIS, OTHERWISE YOU ARE IMMEDIATELY IMPACTED”

which is impactful for the car market?" DS's chief executive officer asks.

Peugeot refuses to be drawn by our requests to outline why DS has not gained a foothold outside of France, which tends to back its homegrown brands. The fundamentals of DS cars remain the same as a decade ago: a comfortable ride and groundbreaking tech inspired by the hydropneumatic suspension and swivelling headlamps of the original DS19 from 1955, beneath avant-garde design. But the first DS launches did not live up to this billing, a notion laid bare by comparing the original DS 7 Crossback with the new No8.

The 2017 SUV had a timid, faux-Audi exterior design, an imaginative interior let down by wobbly quality, and lacklustre drivetrains; the new flagship looks bold and distinctive, with its illuminated grille, optional two-tone bonnet, modernist surfacing and sloping roofline. After 10 years, DS has finally delivered something eye-catching and compelling. Auto Express's review praises the ride comfort, and commends the interior as "feeling and looking brilliant".

DS has always been a strong advocate of electrification, starting with plug-in hybrids, the pure-electric DS 3 and racing in Formula E, with the intent to launch only electric cars from 2024. But electric vehicle leadership poses risks with lower sales, as Porsche has discovered: the No8, like the new Macan, was conceived solely with an electric drivetrain, although DS's STLA Medium vehicle architecture does support hybrids if the firm goes back to the drawing board.

PROWESS

DS wants to showcase its tech prowess with one of the largest ranges on the market: 465 miles. Peugeot reckons the No8 will travel from Birmingham to Edinburgh – almost 300 miles – without needing a charge. "No8 is the halo," he says. "We all know that a strong, distinctive product can have a big impact on cutting through."

And the lack of cars on the road has hampered consumer awareness. "Clearly, we've got a job to do in breaking through as an independent brand, particularly unprompted awareness," admits UK boss Jules Tilstone. "Getting DS on people's shopping lists is a job still to be done."

Used values, which dictate leasing rates, are critical, and the DS 3 and discontinued DS 9 drop huge chunks of their worth. Tilstone says the No8 counters this with "class-leading" residuals. Used values are a strength of German rivals, alongside broad model ranges, extensive dealer networks, compelling finance offers and aspirational brands.

"If you look at the market share from the top three German brands this year, they're down 2.5 points in the UK," argues Tilstone. "Newcomers are cutting through. The dynamic is changing and we're here to take full advantage."

So what are Xavier Peugeot's expectations? "We sold 55,000 cars in DS's best years since launch. We need to ensure that this maximum level of worldwide sales becomes the minimum level in future. And if I was to tell you I'd like to triple that, you would call me crazy!"

"The coming launches will be key to the success of DS in the UK. This is why we had this dedicated dealer session today, sharing our roadmap and giving some concrete answers to convince them there is a way forward."

Peugeot says DS should not be judged through volumes – just as Tavares did. "This is a 20 to 30-year story," he told us back in 2014. Maybe – but the next three years will be pivotal.

XAVIER PEUGEOT DS CEO

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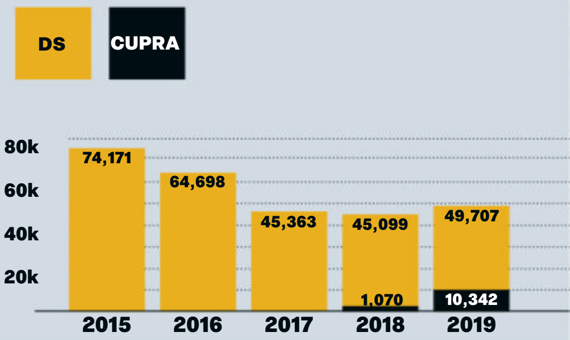
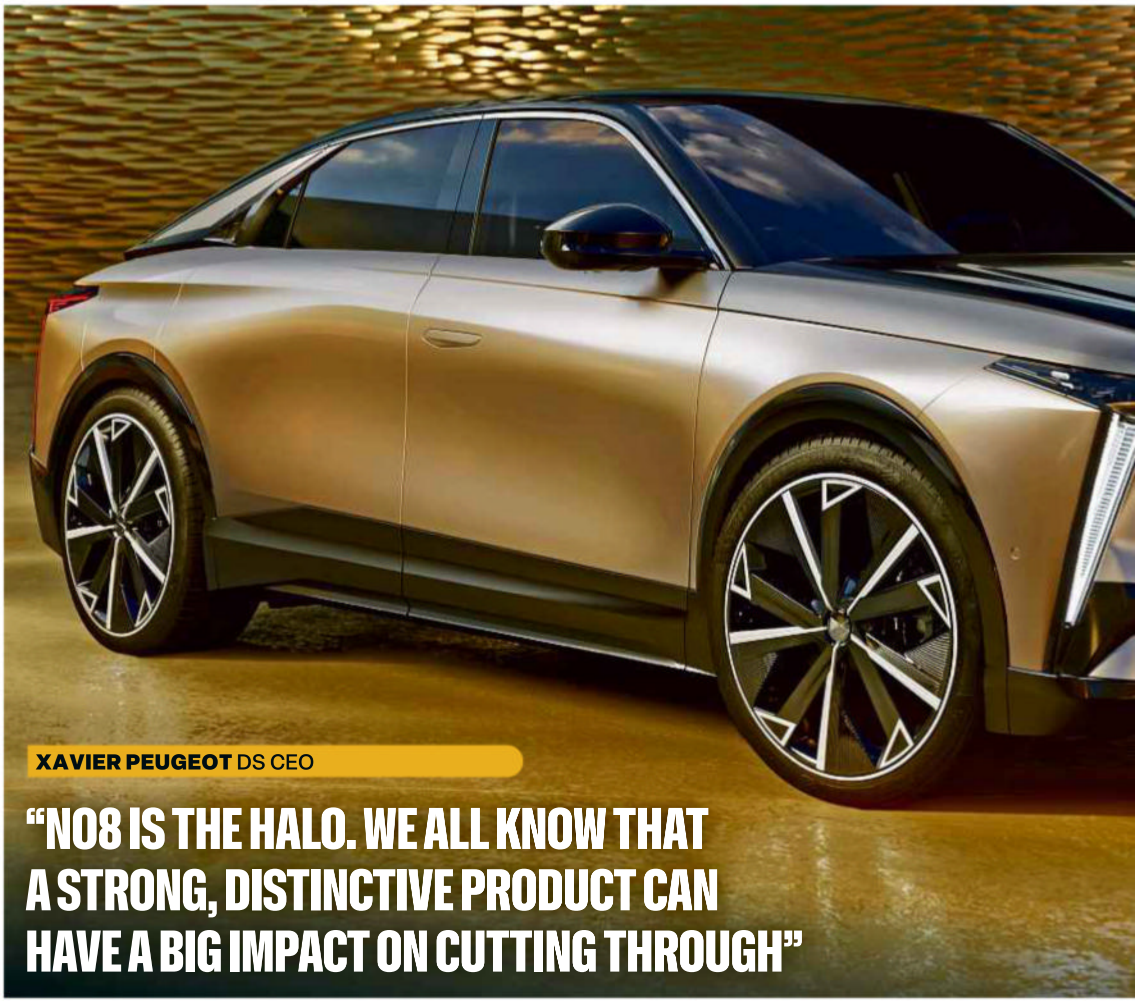
10 YEARS OF HURT

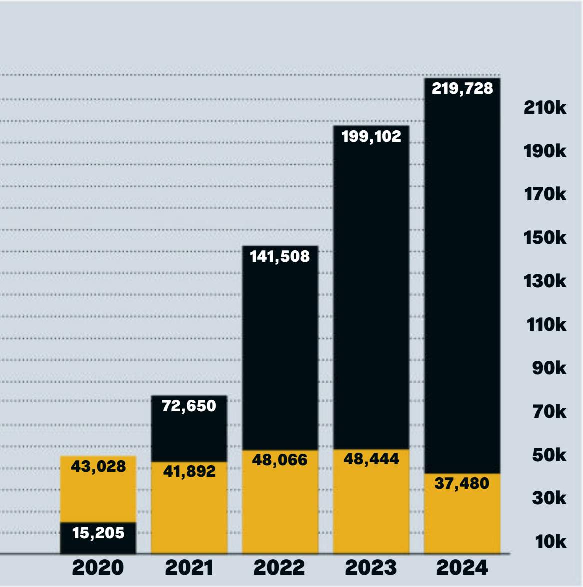
DS'S EU AND UK NEW-CAR REGISTRATIONS vs CUPRA





XAVIER PEUGEOT DS CEO

> "NO8 IS THE HALO. WE ALL KNOW THAT A STRONG, DISTINCTIVE PRODUCT CAN HAVE A BIG IMPACT ON CUTTING THROUGH"



JULES TILSTONE DS UK managing director

> “CLEARLY, WE’VE GOT A JOB TO DO IN BREAKING THROUGH AS AN INDEPENDENT BRAND, PARTICULARLY UNPROMPTED AWARENESS. GETTING DS ON PEOPLE’S SHOPPING LISTS IS A JOB STILL TO BE DONE”

SWISH

Electric No8 saloon will have a big part to play in the future fortunes of DS. Based on our test drive this summer, we reckon it has the ingredients to be a success

IF DS GOES SLOW, WHY HAS CUPRA THRIVED?

We explain how Spanish brand flourished while DS stalled

CUPRA sold just under one-third of DS Automobiles’ European volume in 2020; four years later, SEAT’s start-up premium brand registered almost six times as many cars. Why?

It’s down to product and positioning. While DS targeted old-school premium with big cars such as the DS 7 and DS 9 (for Chinese saloon buyers), Cupra went for the heart of Europe’s biggest market, the mid-size SUV.

The Cupra Formentor was launched in 2020, and looked fresh with its jacked-up estate bodystyle covered in trendy matt paint and copper-coloured accents.

Most importantly it cut through, giving the brand visibility and momentum. Subsequent launches – the Tavascan EV and combustion-engined Terramar – also doubled down on mid-size crossovers with swoopy, aggressive designs.

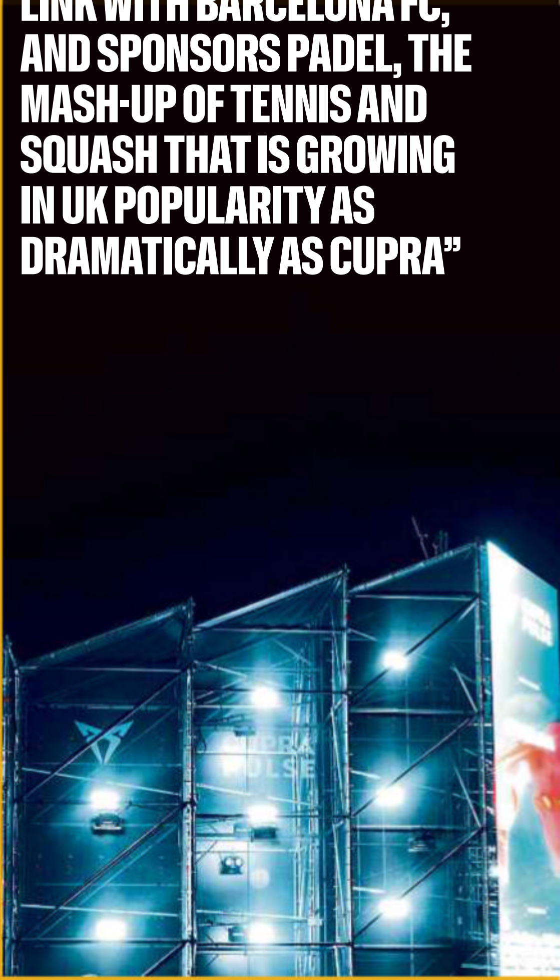
New chief executive officer Markus Haupt chuckles at the memory of the SEAT team pitching Cupra to the Volkswagen Group executives in 2018. “People were saying ‘these guys are completely crazy!’. But the designs are spectacular, we built up on very good VW Group platforms, and it’s the ecosystem around the brand and the cars,” the CEO explained.

Ecosystem? Cupras are pitched at young urbanites, with ‘City Garages’ that put a twist on the typical retailer, hosting gigs, DJ nights and artistic events to incentivise joining the ‘tribe’ and building the brand’s cultural capital. It hasn’t hurt that Cupra has mined its hometown link with Barcelona FC, and sponsors padel, the mash-up of tennis and squash that is growing in UK popularity as dramatically as Cupra.

Haupt claims his customers’ average age is 43, and the brand has just built its one-millionth car. Plus the all-new models will reach a fifth car in 2026, when the electric Raval small hatchback joins the party.

Cupra focuses on design just like DS does, but it’s executed in a more dynamic way, with performance sitting at the heart of each model. Sadly for DS, that appears to be the quicker route to market success. After all, consumers like to think of themselves as sporty, youthful and trendy – even when they’re not.

> “IT HASN’T HURT THAT CUPRA HAS MINED ITS HOMETOWN LINK WITH BARCELONA FC, AND SPONSORS PADEL, THE MASH-UP OF TENNIS AND SQUASH THAT IS GROWING IN UK POPULARITY AS DRAMATICALLY AS CUPRA”



MARKUS HAUPT New Cupra CEO

> “PEOPLE WERE SAYING ‘THESE GUYS ARE COMPLETELY CRAZY!’. BUT THE DESIGNS ARE SPECTACULAR, WE BUILT UP ON VERY GOOD VW GROUP PLATFORMS, AND IT’S THE ECOSYSTEM AROUND THE BRAND AND THE CARS”

ESSENTIALS

Honda Civic e:HEV Sport

Price: £35,395

Powertrain: 2.0-litre 4cyl petrol hybrid, 181bhp

0-62mph: 7.8 seconds

Official economy: 56.5mpg

CO_2 emissions: 113g/km

Annual VED: £195

Seat Leon FR 1.5 eTSI

Price: £32,475

Powertrain: 1.5-litre 4cyl petrol mild-hybrid, 148bhp

0-62mph: 8.4 seconds

Official economy: 53.3mpg

CO_2 emissions: 120g/km

Annual VED: £195

Pete Gibson

GAME, SE

Refreshed Honda Civic takes on SEAT's revitalised Leon as they strive to prove there's plenty of life in the family hatchback yet. But which is the champion?

T & HATCH

HONDA CIVIC vs SEA

With SUVs ruling the roost, is it time hatchbacks made a comeback?

THERE was once a time when family hatchbacks ruled the sales charts, but in recent years their taller SUV counterparts have become more popular. We think that's a shame, because in many cases the hatchbacks have more to offer than their chunkier rivals.

Here we have two cars that aim to prove that the hatchback is due a revival. The first is the Honda Civic, which has impressed us ever since this 11th-generation version was launched in 2022, and it has now benefitted from a mid-life refresh. The Japanese hatchback looks as competitively priced today as it has ever been, too.

Its rival here is a car which has long flown under the radar without the appreciation it deserves. After what seemed like an uncertain time for SEAT, it looks like the brand will soon find its feet again, as we reported last week (Issue 1,906). The Ibiza supermini and Arona compact SUV are being revamped, while the larger Leon will gain an overhauled powertrain line-up in 2027 as part of a range of updates.

So it's the perfect time to remind ourselves just what SEAT has to offer. Both cars have the ability to deserve more success, but which model is most worthy of your cash?

HEAD TO HEAD

CONTENDERS

Honda Civic

THE Honda Civic impressed us enough to be named our Affordable Hybrid of the Year back in 2023, and it gave many of the more popular contenders in the family-car sector a hard time with its all-round ability.

While it was briefly stifled by supply chain issues and rising prices, the Civic is now well back on track, with the revised 2025 model elevating it higher. Our pick is the £35,395 Sport we're testing, but average savings of around £1,867 through our new-car deals portal can make the car more tempting.

ON THE ROAD

BOTH cars deliver a rounded driving experience, with their ride and handling strong points. The Civic holds a small advantage in both areas, though, plus its steering has a more positive feel. The Honda's powertrain is more modern, too. While the Leon's mild-hybrid 1.5-litre turbo is a strong unit overall, it can't match the smoothness, responsiveness or refinement of the Civic's full-hybrid set-up.

TECH HIGHLIGHTS

THE Civic's full-hybrid set-up is fairly novel in this class, because for the most part the petrol engine barely ever drives the wheels directly, instead working as a generator to power the 181bhp electric motor. Honda claims this gives the response and acceleration of an EV with the flexibility of a petrol motor. SEAT doesn't offer a full-hybrid alternative yet. Instead, the 1.5-litre turbo petrol offers 48-volt mild-hybrid tech.

PRICE AND RUNNING

WHEN it comes to fuel economy, depreciation and other running costs, the Civic has an edge over its rival. The hybrid system's real-world economy is excellent considering the punchy performance on offer, and while the Leon's engine is frugal at a cruise, the Honda has a much greater advantage in town. But that is more than offset by the huge discounts offered on brand-new Leons, which makes it a bargain to buy.

T LEON

FORMER GLORIES

Not so long ago the hatchback was the default choice for family-car buyers. They now have to work harder to find homes, so should the Civic or Leon be top of your shopping list?

SEAT Leon

WHETHER it's down to familiarity or strong competition, the SEAT Leon is something of an underappreciated offering in the new-car market. That's reflected in the deals that are available on factory-fresh examples.

The average saving for our pick of the Leon range, the 1.5 eTSI FR, through the Auto Express Buy a Car pages is a hefty £7,558, taking the price down to a shade less than £25,000. Before any potential discounts – which are correct at the time of writing – the Leon costs £32,475.

PRACTICALITY

THE Civic is longer than the Leon, and that's been put to good use in the back seat and boot, where it offers extra legroom and a load bay that's 35 litres larger than the SEAT's. It doesn't all go the Honda's way, though, because the Leon has more headroom than its Japanese rival, and while its boot is smaller, its shape is neater than the Honda's uneven floor, so it's better for stacking large items.

SAFETY

BOTH cars were awarded five stars by Euro NCAP when they were tested, but the Civic was assessed to slightly more recent – and more stringent – standards. Both have the driver-assist systems of speed-limit and lane-departure warnings, but these are easier to switch off in the Leon than in the Civic. In the latter, the speed-limit warning can only be disabled by turning off traffic-sign recognition completely.

OWNERSHIP

HONDA has a reputation for offering customers peace of mind, and the 10th-placed finish in our 2025 Driver Power manufacturer rankings is more evidence of this. By contrast, the feedback from SEAT owners was less impressive, with the firm coming 24th out of 31 makers in the poll. Both cars get a three-year warranty, but the Honda has three years of breakdown cover to the SEAT's 12-month deal.

SOME facelifts are more subtle than others, and the changes for the Honda Civic in 2025 take a keen eye to spot. Most of the design tweaks at the front have been made possible thanks to updated and improved LED headlights.

While the units are the same shape as before, new internals now house the foglamps, too, meaning that they've been removed from their previous position on the front bumper. This has allowed designers to tidy the front end, with a wider front air intake and slim vertical vents sitting to either side.

The grille has also been altered, while a new alloy wheel design (18-inch items are fitted across all three trim levels) and a fresh paint finish round out the exterior changes.

But the tweaked styling doesn't change the fact that the Civic is a very solid performer in the family hatchback class overall. Ride, handling, fuel efficiency and interior quality are all right towards the top of the segment, so there's plenty of reasons to admire it.

ENGINES & PERFORMANCE 4.2/5★

THERE'S only one powertrain available in the Civic hatchback, and it's one that makes use of some fairly clever hybrid technology. While there's a 2.0-litre four-cylinder petrol engine under the bonnet, it's rarely used for driving the front wheels directly. Instead, it spends most of its time acting as a generator, with its energy converted to electricity that, via an inverter and a 1.05kWh battery, drives an electric motor that makes a healthy 181bhp and 315Nm of torque.

The one exception to this method is once motorway speeds are reached, when the petrol engine does drive the wheels directly, rather than working via the motor. This, Honda says, is the most efficient way of using the two power sources.

In everyday driving, the set-up works seamlessly, with only the merest hint of a vibration as the engine switches on and off, but the throttle response, acceleration and smoothness are as good as in most fully electric cars. The initial shove from the motor is very lively, making the Civic feel quicker than almost any of its conventional family-car rivals; officially, the Honda will accelerate from 0-62mph in 7.8 seconds.

At that 62mph mark and above, the acceleration starts to tail off somewhat, but it's still more than strong enough for the class. Hard acceleration causes a swell of revs and a noticeable noise as the petrol engine works its hardest to send sufficient energy to the e-motor. To make the sound seem a little more natural, Honda has engineered artificial steps into the engine revs, mimicking the gearshifts of a conventional automatic transmission. It still feels a little odd, but it's more pleasant than the CVT-style drone that many Toyota hybrids have given off in the past.

DRIVING 4.3/5★

A SUPPLE yet agile chassis, slick steering and well judged control weights all round mean that even though it's not what we'd called thrilling, the Civic is one of the most accomplished cars in the segment to drive.

AROUND TOWN The Civic is one of those rare cars which takes only a few yards to communicate to the driver that it's very well engineered throughout. There's a pleasing weight to the steering response and the brake pedal, meaning that the Honda is a fairly satisfying car to drive, even around town.

In the case of the brakes, a further bonus comes from the fact that the transition between deceleration via motor regeneration and through the mechanical brakes is as seamless as in any car on the market. Some rivals have a slightly tighter turning circle, but that aside, it's a very easy car to move around at low speeds.

A & B-ROADS On more open roads, it's easier to appreciate the breadth of the Civic's ability. Here, the controlled yet forgiving ride presents itself; it deftly shrugs off bumps while keeping a confident control of its mass. That ability brings a bonus when negotiating a twisty road, because the Honda has only minimal body roll. Combined with agile handling, strong grip and a neutral, predictable balance, it's among the best cars in its class to drive.

MOTORWAY High-speed stability is up there with the best in the segment, too. One of our main Civic gripes comes at higher speeds, though, and that's road noise. Roar from the tyres is more noticeable here than it is in many of the Civic's rivals.

MPG & RUNNING COSTS 4.2/5★

THE benefit of that clever hybrid tech is that the Civic is efficient. Our latest test saw us return just shy of 50mpg over the course of a week's driving on mixed roads – a fine score considering the fairly strong performance that the Honda hatchback can offer up, too.

While some rivals will offer the option of plug-in hybrid power, the Civic is much cheaper than those alternatives, so even with regular charging to make the most of their EV ranges, it'll take a long time to recoup the extra cost up front with fuel savings.

TAX With all of the Civic range costing well below the £40,000 mark, it means that none of its trim levels is subject to the £425

CIVIC
RJ25 YCA

HONDA

Tweaks for 2025 make revampe

MODEL TESTED:
Honda Civic e:HEV Sport

PROS

- Slick and efficient hybrid powertrain
- Smart, well finished and functional cabin
- Quality of ride and handling

CONS

- Rear visibility isn't great
- Rear headroom is limited
- Levels of road noise

TESTER'S NOTES

THE subtle facelift has, on the whole, made the Civic a cleaner, more handsome-looking car than it was, but there's one detail which irritates. With the reshaped grille comes a new plastic surround that runs around its upper edge and above the headlights.

On a light-coloured car, it looks really clumsy – like an extra bit of plastic that's been glued on as an afterthought. The £1,500 Sports Pack is expensive, but it does mean that this piece is finished in black, and that alone makes the front end look much cleaner.

Alex Ingram
Chief reviewer

CIVIC

d hatch an even stronger package

FEATURES
All three trim levels get the same 18-inch alloy wheel design (below); Civic's boot capacity (below, right) trumps the Leon's with the rear seats up or down and the large opening makes loading easy

> "THERE'S ONLY ONE POWERTRAIN AVAILABLE IN THE HONDA CIVIC, AND IT USES SOME FAIRLY CLEVER HYBRID TECH"

luxury-car Vehicle Excise Duty (VED) levy. That means each model will cost £195 to tax annually from years two to six.

INSURANCE Depending on the trim level you choose, the Civic's insurance groups range from 26 to 28.

DEPRECIATION With so much attention on SUVs in the new-car market, traditional family hatchbacks tend not to offer particularly strong residual values. But compared with its closest competitors, the Civic maintains its value well, which is useful because its on-the-road price is a little on the high side.

The two lower-priced trims are expected to maintain around 51-52 per cent of their original value after three years, while the pricier Advance is set to lose just over half of its original cost in the same time.

INTERIOR & TECHNOLOGY 4.3/5★

IN a class where so many cars are sacrificing physical buttons for large touchscreens, the Civic sticks with some older ways – and is all the better for it in our book.

DESIGN Honda has hit a sweet spot with the Civic's cabin design. While there's a touchscreen and a digital driver's display to make it feel fresh and modern enough, large physical buttons and dials remain. The climate controls are easy to use, and the rotary controls have a satisfying click in their operation. Beyond pure ergonomics, that tactile feeling is another thing that's lost when manufacturers simply install a large touchscreen in the cabin.

Elsewhere, the dashboard is neatly laid out, and while it isn't quite as stylised as the likes of the Peugeot 308, it's tidy without being dowdy. The 2025 facelift has introduced some very subtle changes, with black headlining standard across the range, and there's a new metallic finish for the air vent surrounds, too.

QUALITY Fit and finish is hard to fault. Any hard plastics that are present seem less obvious than in rivals from the Volkswagen Group, while the seats, steering wheel and switchgear all feel suitably well finished.

TECH AND INFOTAINMENT For 2025, the Civic didn't just gain cosmetic tweaks, it also received a little more standard kit. The three trim levels – Elegance, Sport and Advance – remain, but the likes of wireless smartphone charging and an auto-dimming rear-view mirror are now standard on every variant.

The Elegance is very well equipped with keyless entry and go, front and rear parking sensors, a reversing camera, heated front seats, wireless Apple CarPlay and Android Auto, plus adaptive cruise control included. That means there's not too much reason to venture higher up the range, but those who do get a heated steering wheel and a 10.2-inch digital driver's display in the Sport trim, and interior ambient lighting in the Advance.

PRACTICALITY 4.0/5★

THE Civic is a little longer than many of the conventional hatchback contingent, with a shape a little more reminiscent of a Peugeot 408 or a Skoda Octavia. That extra length compared with many of its more conventional rivals brings benefits to the Honda's interior space, but in some areas, they aren't as significant as we'd hoped for.

FRONT SPACE With the front seat and the steering wheel offering plenty of adjustment, almost any driver will find it fairly easy to find a comfortable driving position in the Civic. But most will struggle to see what's going on behind. The rear hatch's slanting angle means that despite the size of the back window, the driver can't see very much out of it. There's a reversing camera to help with backing into tight spots, but its resolution is pretty poor compared with many we've tried.

REAR SPACE Rear passengers who have long legs and short torsos are best suited to the Civic. That's because although knee room is well above the class average, the space to the ceiling is in rather short supply. The seats themselves are fairly comfortable, though.

BOOT SPACE The Civic has a 415-litre boot, which is 34 litres more than you get from a VW Golf and 35 litres more than a SEAT Leon. However, a Skoda Octavia is 130mm longer on the outside, and it puts that length to good use, because it offers a vast 600-litre boot. The shape of the floor is a little irregular, but the hatchback opening is huge, so it's easy to load items inside. Fold the back seats down, and the total volume grows to 1,220 litres.

RELIABILITY & SAFETY 4.2/5★

HONDA has long held a reputation for reliability, and that's reflected in how satisfied most owners are living with the brand's vehicles. In our 2025 Driver Power customer satisfaction survey, Honda finished comfortably in the top half of the table, taking 10th place out of 31 manufacturers.

Euro NCAP tested the Civic in 2022, and it scored a maximum five-star safety rating. Forward-collision warning, lane-departure warning, lane-keeping assist and traffic-sign recognition are all standard, although the process of switching off the likes of the lane-

INTERIOR
Civic has a good balance between digital tech and traditional physical controls on its dash

REAR SEATS

While we have no issue with the legroom on offer in the rear seats, taller people may find the headroom is a little more compromised

TESTER'S NOTES

THE 2.0-litre e:HEV hybrid set-up has been applied to a few Hondas. After the Civic, it found its way under the bonnet of the taller-bodied ZR-V SUV, but more intriguingly, now it's also used by the new Prelude coupé.

I drove that car on its international launch, and what fascinated me was that in trying to give e:HEV more personality with artificially stepped gear ratios, it's actually slower than the Civic. It's a great everyday powertrain, but even with the fake engine noises, it felt short on personality in Honda's sporty coupé.

Alex Ingram
Chief reviewer

CABIN

Drive selector (above, left) is conveniently located on the centre console; size of digital driver's display (above, centre) depends on trim level; the driver's seat and steering wheel offer plenty of adjustment

> "FIT AND FINISH IS HARD TO FAULT. ANY HARD PLASTICS SEEM LESS OBVIOUS THAN IN VW GROUP RIVALS"

keep system is rather fiddly compared with the set-ups in some rivals.

WARRANTY 3.7/5★

AS standard, the Civic comes with a three-year warranty and three years of breakdown cover. While the warranty's duration trails Kia and Hyundai's packages, the 90,000 miles it runs for is worth considering if you're the sort of driver who covers large distances annually.

SERVICING 4.3/5★

ALL Honda models can be enhanced with a £799 five-year service plan, which represents great value for money. It's even more tempting once you realise that, for another £299, it's also possible to bump up both the warranty and the breakdown cover to five years to match, too.

THE sharply styled SEAT Leon has traditionally been pitched as the sporty sibling within the Volkswagen Group's hatchback portfolio. But the rise of the Cupra brand has seen SEAT move towards a more value-focused position. That hasn't stopped it from looking as desirable as ever; if anything, the prospect of more tempting prices – especially with the huge discounts available through our Buy a Car service – have made the Leon more appealing than ever before.

ENGINES & PERFORMANCE 4.2/5★

IF you're a fan of choice, then few cars in this class offer as much as the SEAT Leon. Petrol, diesel and hybrid (both mild and plug-in) options are available to buyers, and on the whole it's a range of strong performers.

The engine line-up starts with the tried-and-tested 1.5-litre turbo petrol unit that is found in a huge number of VW Group vehicles. Here it's in a very mild state of tune – a modest 113bhp – but the engine is also offered with 148bhp, too. Both outputs come with a choice of a six-speed manual transmission, or a seven-speed dual-clutch automatic. The latter integrates mild-hybrid technology which helps to reduce fuel consumption.

The 1.5-litre engine is used by the plug-in hybrid, too. Here, it combines with a 114bhp electric motor for a total output of 201bhp. It's the quickest car in the range, covering the 0-62mph sprint in 7.7 seconds. Diesel buyers have a choice of two 2.0-litre units, offering 113bhp or 148bhp outputs.

While the diesel options will be great for high-mileage drivers, our pick of the range is the 148bhp version of the 1.5-litre petrol. The mild-hybrid tech doesn't just help with efficiency, but the electric motor makes the Leon move off smoothly from a standstill. The auto gearbox that it's paired with changes ratios quickly, and that contributes to its respectable performance – 0-62mph takes 8.4 seconds, which is on the money for this class.

The Sporty FR-badged models come with SEAT's Drive Profile Selection. This allows owners to choose from one of four modes: Eco, Normal, Sport and Individual. Each has a specific setting for the throttle and gearshift responses, although we found Normal to be perfectly fine. Eco slackens things off to the point that the Leon starts to feel lazy.

DRIVING 4.2/5★

WHEN it comes to ride and handling, the Leon is tough to fault. It doesn't ever quite lead the class in any area, but is strong across the board.

AROUND TOWN Light steering and a fairly tight turning circle really help the Leon's case when driving at low speeds. Comfort is among its strong suits, although some rivals are better at isolating the noise of suspension knocks from the cabin, which is noticeable when you hit a drain cover or a pothole.

A & B-ROADS Historically, SEAT models have been pitched as slightly more sporty versions of the Volkswagen models on which they're based, but in the Leon's case, it feels very similar to the Golf. Not that we're complaining, because that means that the Leon strikes a well judged balance between ride comfort and handling.

FR models are a little firmer than standard cars, but even so, the overall result could never be described as uncomfortable. The steering is sharp, and while its lightness limits feedback on the move, it is at least precise, which lets the driver make the most of the Leon's composure through corners.

MOTORWAY Thanks to the German origins of VW Group cars, high-speed stability – something that's vital on a derestricted autobahn – is generally a quality that can be taken for granted. And that's very much the case with the Leon. The steering tracks straight and true, needing minimal adjustment to keep the car aligned in the middle of its lane.

MPG & RUNNING COSTS 4.7/5★

WHILE fuel economy and residual values aren't outstanding, the Leon compensates with huge new-car discounts, making it among the most appealing options in its class.

SEAT offers buyers a choice of fuel types to cater for a wide range of needs and budgets, although the simplest petrol options are generally the best as an overall package. Officially, the Leon 1.5 eTSI is capable of up to 53.3mpg, and even if that figure is only attainable in the real world in very specific conditions, it's still a frugal unit overall.

TAX With the exception of one or two range-topping plug-in hybrids, which once a few options have been added, will breach the £40,000 mark, the Leon range generally dips comfortably below the new-car Vehicle Excise Duty luxury car levy. That means pretty much the entire range will cost £195 a year to tax from years two to six.

INSURANCE Depending on engine and trim level, the Leon hatchback's insurance groups start at 14 and climb to 24.

DEPRECIATION The Leon has been with us for some time now, and its residual values aren't as strong as they were when this generation was first launched. They're a little lower than

SEAT LE

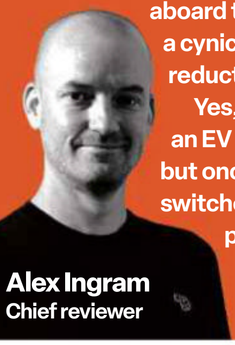
Big discounts make Spanish bran

MODEL TESTED:

Seat Leon FR 1.5 eTSI

PROS	CONS
Huge range of powertrain options	Not enough physical controls
Sold driving manners	PHEV's practicality is compromised
Big discounts available	Some rivals more fun to drive

TESTER'S NOTES



Alex Ingram
Chief reviewer

WHILE the specs and figures of the Leon are for the mild-hybrid model that most closely aligns with the Civic, we used a plug-in hybrid model for our photos. And at a time when Toyota, BMW and even BYD make a really slick PHEV that's designed with efficiency in mind, the VW Group tech aboard the Leon feels like a cynical CO_2 emissions-reduction box-ticker.

Yes, a huge battery enables an EV range of up to 82 miles, but once the battery is low, it switches clumsily between petrol and electric, and isn't very efficient.

EON

nd's family hatchback hard to ignore

DESIGN
Mid-range FR spec is the first of three sporty trims in the Leon line-up. It includes racy red stitching on the steering wheel (below) and seats, plus 17-inch alloy wheels

> "THE SEAT LEON DOESN'T EVER QUITE LEAD THE CLASS IN ANY AREA, BUT IS STRONG ACROSS THE BOARD ”

the class average, just behind the likes of the VW Golf and Skoda Octavia with which it shares its mechanical make-up, and several percentage points behind the Honda Civic.

Depending on trim level, the cheapest petrol models are expected to hold onto a little under 45 per cent of their original value after three years or 36,000 miles, while diesels and plug-in hybrids are expected to maintain closer to 37-39 per cent of their asking price. However, strong discounts from new will cancel out these figures dramatically.

INTERIOR & TECHNOLOGY 4.2/5★

SPORTY-looking cabin is short on physical controls, but overall quality is decent enough.

DESIGN The dashboard gets an angular look, which aims the centre of the dash towards the driver, giving a fairly sporty feel. The layout is dominated by a touchscreen, which measures 10.4-inches in the base SE and grows to 12.9 inches in the rest of the range.

Physical keys are limited, and the main volume control comes in the form of a touch-sensitive slider beneath the main screen that's fiddlier to use than a traditional rotating knob. Fortunately, physical buttons remain on the steering wheel, and these make it fairly simple to scroll through the modes on the digital driver's display.

QUALITY While it's not the most glitzy to look at, the Leon's cabin feels suitably smart and well screwed together. The top of the dash is finished in a soft plastic, while an artificial leather material covers much of the door panels, although the grab handles are made from a rather hard plastic.

The bit you touch most often, the steering wheel, feels lovely, though; the rim is trimmed in perforated leather with red stitching, and its thickness feels just right. Unfortunately, the shift paddles mounted behind the wheel feel very cheap.

TECH AND INFOTAINMENT The Leon is equipped with the brand's Digital Cockpit driver's display on all but the base SE trim, and it offers a choice of three layouts. One mimics traditional analogue instruments with a pair of large dials for revs and speed; the second shrinks the side of those dials so each rotates around 180 degrees, leaving more space in the middle for trip and infotainment readouts; the final one ditches the dials altogether, leaving just a numerical readout for the speedometer and rev counter. This third option allows for the navigation display to occupy most of the space. We found the information to be presented clearly on the sharp 10.25-inch display in all three modes.

PRACTICALITY 4.0/5★

WITH good room for rear-seat passengers, the Leon is a practical family hatchback, although the luggage capacity could be larger.

FRONT SPACE A large range of adjustment for the front seat and steering wheel makes it easy for drivers of various builds to find a fairly comfortable position, while the seats themselves are supportive.

Storage is in fairly generous supply, too. We like the fact that the mobile phone storage shelf is angled forward, which holds a device in place when driving, while behind that sits a pair of cup-holders – one larger than the other – and a deep central storage bin. The door bins are also wider and deep.

REAR SPACE Settle into the back seats, and the SEAT offers fairly generous – if not quite class-leading – accommodation. Knee room is fine, and headroom is above average in the class, beating the likes of the Honda Civic. Foot space under the front seats is plentiful, while a third rear passenger can make the most of the wide, flat centre seat. The central hump that runs through the floor is quite large, though. Not only are the Isofix mounts in the back easily accessible from within their plastic housings, but there's a third Isofix point on the front passenger seat, too.

BOOT SPACE At 380 litres, the Leon's boot space is pretty much average for a five-door hatchback. Without a false floor, the base of the load space is quite deep, but a shallow bumper at least makes it a bit easier to lift heavy items over the relatively high load lip. A 60/40 split in the rear seats, plus a load-through hatch, makes it a little easier to stow bulkier or longer items on board. With the rear seats folded, the total volume on offer grows to 1,210 litres.

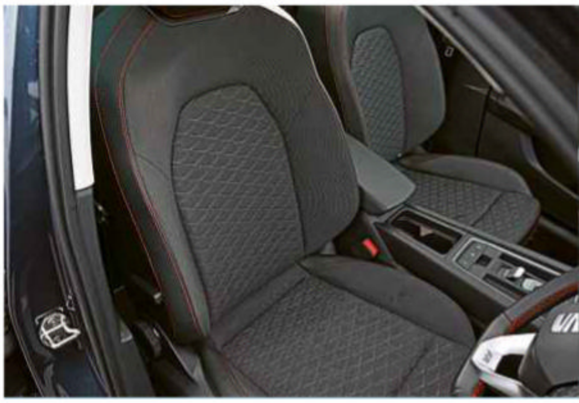
Those needing a little extra room can choose the Leon Estate. The extra metal work at the back helps to increase the overall capacity to a vast 620 litres – that's 240 litres more than the hatch. The plug-in hybrid models are best avoided if load capacity is a priority, because the extra electrical systems and battery pack swallow up 110 litres of space in the hatchback and 150 litres in the Estate.

RELIABILITY & SAFETY 3.9/5★

IT'S been a while since Euro NCAP assessed the Leon, but its score in 2020 resulted in five stars, including a 92 per cent mark in the Adult Occupant protection category. All models get a driver attention and drowsiness recognition system as standard.

SEAT finished a so-so 24th overall out of 31 manufacturers in our 2025 Driver Power

INTERIOR Infotainment screen is angled towards the driver and the build quality is good



REAR SEATS

Passengers in the back seats will have little to complain about, thanks to decent head and legroom. Even the middle seat is spacious

TESTER'S NOTES

THE Leon's infotainment technology is better than it used to be, but some odd ergonomic quirks remain. A shortcut bar is a great idea, but the choice of functions that can be added to it is extremely limited.

While some controls are hard to find, others are duplicated. Take the windscreen demist and rear window heater, for example. These are available on the touchscreen, which seems redundant when both are also on the separate touch panel to the right of the steering wheel.

Alex Ingram
Chief reviewer

FEATURES

Supportive driver's seat (above, left) and steering wheel offer plenty of adjustment; drive-mode selector (above, centre) is conveniently located on the centre console; boot's 380-litre capacity (above) is average

> **"WHILE IT'S NOT THE MOST GLITZY, THE CABIN FEELS SUITABLY SMART AND WELL SCREWED TOGETHER"**

customer satisfaction survey. But that result does rank it above both Volkswagen (27th) and SEAT's sporty offshoot, Cupra (28th).

WARRANTY 3.2/5★

BY the standards of many new cars, especially those coming from South Korea and China, a three-year warranty is now below par. The same goes for the single year of breakdown cover – many alternatives now offer a three-year package on new cars.

SERVICING 4.4/5★

THE Spanish brand's maintenance plan is very competitively priced, allowing buyers to bag their first two services for a very reasonable £199. This can be paid up front in one lump sum or spread over the cost of 24 monthly payments.

▶

PRICES AND SPECS

	HONDA CIVIC	**SEAT LEON**
Our choice	Honda Civic e:HEV Sport	Seat Leon FR 1.5 eTSI
Price of our choice/as tested	£35,395/£38,695	£32,475/£36,870

POWERTRAIN AND PERFORMANCE

Engine	4cyl inline/1,995cc hybrid	4cyl inline/1,498cc mild-hybrid
Power	181bhp	148bhp
Torque	315Nm	250Nm
Transmission	Single speed/fwd	Six-speed auto/fwd
0-62mph/top speed	7.8 secs/111mph	8.4 secs/135mph
Fuel tank/battery capacity	40 litres/1.05kWh	45 litres/0.6kWh
MPG (WLTP)/range	56.5mpg/497 miles	53.3mpg/528 miles
CO$_2$ emissions	113g/km	120g/km

DIMENSIONS

Length/wheelbase	4,560/2,734mm	4,368/2,686mm
Width/height	1,802/1,408mm	1,800/1,456mm
Rear knee room	634-859mm	623-841mm
Rear headroom/elbow room	862/1,502mm	939/1,448mm
Boot space (seats up/down)	415/1,220 litres	380/1,210 litres
Boot length/width	916/1,030mm	780/1,010mm
Boot lip height	659mm	766mm
Kerb weight/towing weight	1,459/750kg	1,369/1,500kg
Turning circle	11.6 metres	10.8 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£18,274/51.63%	£13,415/41.31%
Depreciation	£17,121	£19,060
Insurance group/quote/VED	28/£740/£190	19/£610/£195
Three-year service cost	£799 (five years)	£199 (two years)
Annual tax liability std/higher rate	£1,594/£3,909	£1,919/£3,838
Annual fuel cost (10k/20k miles)	£1,089	£1,154
Basic warranty (miles)/recovery	3yrs (90,000)/3yrs	3yrs (60,000)/1yr
Driver Power manufacturer position	10th	24th
NCAP Adult/child/ped./assist/stars	89/87/82/83/5 ★ (2022)	92/81/78/80/5★ (2020)

EQUIPMENT

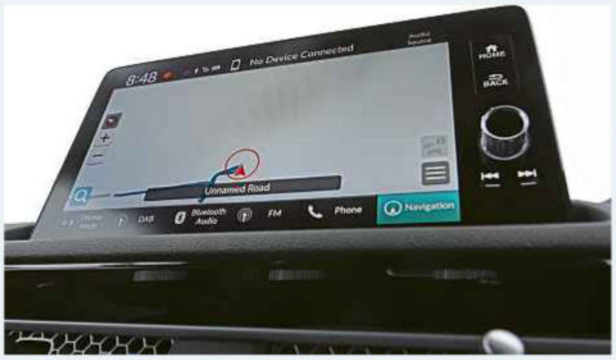
Metallic paint/wheel size	£700/18 inches	£0/17 inches
Parking sensors/camera	F&r/360	F&r/yes
Spare wheel/Isofix points	Repair kit/two	£200/three
Keyless entry & go/powered tailgate	Yes/no	Yes/no
Leather/heated seats	No/yes	No/yes
Screen size/digital dashboard	9 inch/yes	12.9 inch/yes
Climate control/panoramic sunroof	Yes/no	Yes/no
USBs/wireless charging	Four/yes	Four/no
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	Yes/no
Adaptive cruise/steering assist	Yes/yes	£275/nos

WHAT WE WOULD CHOOSE

HONDA Beyond a range of styling packs, optional extras are thin on the ground for the Civic – those wanting more kit need to step up to the next trim level. There are five colours to choose from: Sonic Grey is no-cost and the rest add £700.

SEAT Fans of colour will be pleased to learn that the Leon's seven paint finishes are all no-cost options. Beyond that level of choice, there is a range of options available, including a space-saver spare wheel as a £200 extra.

INFOTAINMENT



Honda Civic 3.5/5★

HONDA CONNECT | KEY FEATURE: APPLE CARPLAY

THERE'S lots to like about the Civic's cabin when it comes to functionality, and we're very pleased that not everything has been confined to a touchscreen in the Honda. In this case, the display in question isn't the best available in the family hatchback segment, so those physical controls are a plus for more than one reason.

While we have no objections to the modest nine-inch size of the display, the graphics themselves are a little blocky. The touchscreen is not that quick either, with loading and response times both behind the class best.

9:23
BBC Radio1
Home
Work
Not connected. Connect telephone?
AUTO
ECO
SYNC
CLIMA
A/C
26.5 °C

Seat Leon 4.0/5★

MEDIA SYSTEM PLUS WITH NAVIGATION
KEY FEATURE: 12.9-INCH DISPLAY

WE weren't bowled over by the Leon's infotainment system when it was first launched. Its glitchy interface, confused location settings and other interface quirks were disappointing. But gradual updates have seen most of these issues ironed out. It's still not perfect – the panel is still a little laggy in its response to touches – but buyers now get a hi-res, colourful screen with quick loading times, especially when plotting sat-nav routes.

> "THE LEON'S DISPLAY IS STILL NOT PERFECT, BUT BUYERS NOW GET A HI-RES SCREEN WITH QUICK LOADING TIMES ”

SEAT LEON BEST FOR:
Value. Even at its recommended price, the Leon is fairly strong value, but find the right dealer discounts and it becomes an absolute bargain.

HONDA CIVIC BEST FOR:
Driving. The Leon is good to drive in its own right, but in terms of ride, handling, steering and performance, the Civic has an edge over its rival.

RESULTS

WINNER ★★★★☆

SEAT Leon

THE Leon has always been a solid, dependable performer in the family hatch class, and even in its advancing years, there's still a huge amount to like here. It's not quite class leading when it comes to ride, handling or practicality, but it's solid in all of those key areas, while – slightly clunky and expensive PHEV excepted – the powertrain line-up is excellent.

In an area of the market where value for money matters a huge amount, it's the discounts available on the Leon that seal its win here. The low prices turn an otherwise competent all-rounder into a car that has the measure of a very compelling rival here.

AUTO EXPRESS
ROAD TEST WINNER
NOVEMBER 2025
★★★★☆
SEAT
Leon

INTERESTED?
Scan the code to view great deals on the SEAT Leon

RUNNER UP ★★★★☆

Honda Civic

IN this contest, the Honda Civic has a lot of advantages over its Spanish rival. It's a little quicker, rides and handles better (although only by a small margin), is more frugal in the real world and, while headroom is a little tighter, it does offer much more legroom, too.

The Honda's hybrid powertrain is excellent, combining its electric and petrol systems almost seamlessly to make it as smooth to drive as many electric vehicles. However, while the Civic is better value for money than it has been in recent years, based on the current deals available, the Leon's bang for the buck is too great to ignore.

INTERESTED?
Scan the code to see Honda Civics available to buy today

THIRD REPORT

VOLKSW

The van-like driving experienc
plus point, contrary to what so

Steve Walker

Steve.Walker@autoexpress.co.uk

SAYING that a passenger car "drives like a van" would probably be seen as a negative by a lot of people, but that would be to ignore two important facts. Firstly, modern vans are much closer to their car cousins than they were years ago. Things have moved on in all kinds of ways – from ride quality and refinement, to performance and technology. Secondly, vans are great to drive anyway!

The VW ID. Buzz drives like a van, which is to say that you've got that classic tall driving position (even taller than the ones people can't seem to get enough of in SUVs), great all-round visibility and a super-tight turning circle for something this large.

You do have to hoist yourself up into the driver's seat a little but, once you're there, the upright seating position is easy to get comfortable in, with lots of adjustment and a choice of armrests on which to prop an elbow.

The Comfort Seat Package on the car we've been testing is a pretty costly option, but it does retrim all seven of the seats in a flashier fabric and adds heating and massage functions up front. It's a luxurious place to sit-out a long journey, while getting your back rubbed.

At a whisker under five metres long, the seven-seat ID. Buzz is a big car, but the view you get from the driver's seat – along with that aforementioned 11.8m turning circle – makes it feel a lot more manageable on the road than many big SUVs with a smaller footprint.

The seating position also gives a good view down the sides of the car and you can even see a fair bit out of the distant rear screen, as long as there's nobody too tall in the third row. But looking forward, the super-stubby bonnet means you don't have any visual reference points beyond the base of the windscreen.

This takes some getting used to, but helps to make the VW easier to manoeuvre than you might think to start with – especially because the parking aids in the Buzz err on the side of caution. Even when the bip, bip, beep, beeep, beeeeeep, warning sound becomes a continuous tone, to signal an apparently imminent impact, there's usually another 30cm of clearance to play with.

It's also very easy to trigger the automatic emergency braking function at low speeds. Normally, it's nothing more than a piece of overhanging vegetation that causes the Buzz to slam on its anchors. It can be annoying, but it reinforces the feeling that it would be a hard vehicle to damage in a parking mishap. The exception comes in the form of the £500 21-inch alloy wheels fitted as an option to our car. Their flat surfaces and skinny tyres offer very little protection against kerbs.

Although the electronic safety net around the ID. Buzz has been known to overdo it at low speeds, it's one of the least intrusive I've experienced when you're going more quickly. The speed-limit warning tone is a faint bong, the Lane Assist intervenes gently at sensible moments, and the Automatic Emergency Braking that's so trigger happy when parking hardly ever sounds the alarm by coming to the erroneous conclusion you're about to drive into a roadside object at speed. It's all very agreeable, to the point I haven't felt the need to keep turning these systems off and would, crucially, get the benefit from them if a time came when they really were needed.

The ID. Buzz isn't based on a van platform in the way that a lot of other MPVs are these days, running instead on VW's ubiquitous MEB electric passenger-car foundations instead. It is offered as a van, however, in the shape of the ID. Buzz Cargo, and there's a definite commercial vehicle feel to its road manners – polished though they are.

The steering has a well oiled feel and decent accuracy, although I accidentally press the buttons on the central spokes with the palm of my hand on an almost daily basis. As you'd expect, the steering isn't quick and you have to wind on quite a lot of lock to get around sharp corners, but you're never encouraged to drive fast enough to make it an issue because of the way the body rolls under cornering. It's far better to take things easy.

The ride is a little unsophisticated when you encounter bad road surfaces and speed humps, but on smooth roads, it feels well insulated. On the motorway, the suspension is adept at keeping vibrations from the cabin.

There are also no issues with performance. The EV powertrain is ideal for gliding about, adding a strong surge of acceleration when needed. Always a touch inconsistent in pedal feel, the brakes have become slightly squeaky and grabby. They feel strong and progressive when dealing with the VW's considerable kerbweight of nearly 2.8 tonnes, but I think it would be nice to have a stronger regenerative braking mode because it doesn't slow the Buzz very quickly or bring it to a halt.

"IT'S VERY EASY TO TRIGGER THE AUTOMATIC EMERGENCY BRAKING AT LOW SPEEDS, WHICH CAN BE ANNOYING"

INTERIOR
With sliding doors, a rear tailgate and flat folding seats, the ID. Buzz is hugely practical

AGEN ID. BUZZ

e of our ID. Buzz is actually a real
ome non-van drivers might think

Pete Gibson

MODEL TESTED:

Volkswagen ID. Buzz Style 7-seat LWB

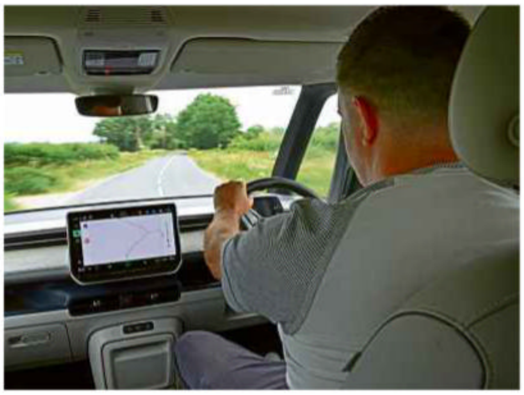
On fleet since:	May 2025
Price new:	£64,345
Powertrain:	86kWh battery/1x e-motor, 282bhp
CO2/BiK:	0g/km/3%
Options:	Two-tone paint (£2,790), Comfort Seat Package (£2,310), Retractable tow bar (£980), 21-inch Bromberg alloy wheels (£515)
Insurance*:	Group: 41 Quote: £969
Mileage:	7,589 miles
Efficiency:	2.9 miles per kWh
Any problems?	Door catch replaced under warranty

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS
- 240-mile range in warm weather
- Hugely practical
- Long-distance comfort

CONS
- Sheer size
- Nowhere to store load cover
- Powered tailgate and doors can be awkward

> **"I ACCIDENTALLY PRESS THE BUTTONS ON THE STEERING WHEEL SPOKES WITH MY PALM ON AN ALMOST DAILY BASIS"**



DRIVING POSITION
You sit high up in the ID. Buzz and that means you benefit from great all-round visibility, but there's quite a big step up to get into the cabin (below)

VERDICT ★★★★½

The ID. Buzz definitely does drive like a van, but in a good way. Better still, you can get almost as much stuff in it. Add in great visibility, a comfortable ride, surprising agility and those fantastically comfortable seats, and there's no doubt that the seven-seat version of VW's electric MPV is winning us over with its charms.

FINAL REPORT

MAZDA CX-30

Small SUV has won many friends during its time on our fleet, but the Japanese model isn't perfect

Paul Adam

mail@autoexpress.co.uk

THE farewell to a long-term test car is always bittersweet, but perhaps none more so than saying goodbye to my Mazda CX-30. For nearly a year, this small SUV has served as my dependable companion, seeing me through a few thousand miles and giving a deep dive into the realities of daily life with a car that truly punches above its weight.

It's a vehicle that certainly sparks some debate: is it a small SUV or simply an elevated hatchback? And how does Mazda – a non-premium brand – still manage to deliver more sophistication than most manufacturers?

Our CX-30 arrived last November in Homura spec with optional Soul Red Crystal metallic paint, and the immediate reaction was unanimously positive: Mazda had once again nailed the aesthetic brief. Unlike many rivals in the compact SUV segment, the CX-30 is genuinely handsome, avoiding overly aggressive creases in favour of flowing body lines and that distinctive, if divisive, plastic cladding. However, this visual appeal is more than skin-deep, because the true measure of the Mazda's quality is revealed once you get behind the steering wheel.

Mazda's approach to materials and fit-and-finish puts several established German rivals to shame. From the satisfyingly damped switchgear to the supple leather touchpoints and the solid construction, the CX-30 feels like a high-grade option.

It's an area that the firm seems to have mastered and is testament to a wider brand philosophy: a recent trip to France in its bigger CX-80 sibling showed again that the Japanese manufacturer likes to go its own way, while still delivering on desirability and a premium feel – particularly so in the CX-80's executive-style, six-seat configuration.

In an era dedicated to swiping and pinching graphics on touchscreens, the CX-30's ergonomic simplicity is refreshing. It features a perfectly weighted rotary controller for the infotainment system, providing a dedicated, tactile control that is less distracting and safer to use on the move. We logged many hours relying on its connectivity for navigation and media, and its operation remained flawless.

Mazda's commitment to the driver experience also shone through. While the 2.5-litre e-Skyactiv G mild-hybrid engine in our test car was never going to set any speed records, it was commendably smooth, refined, and keen to rev. We found the steering – often a weak point in cars in this segment – pleasingly direct and nicely weighted, giving the car an engaging agility that made even a mundane supermarket run feel enjoyable.

But no long-term test is complete without acknowledging a car's compromises, and the CX-30 does bring a few that would-be owners must weigh against its many strengths.

Mazda claims average fuel economy of 47.1mpg on the WLTP combined cycle and, while we found this to be achievable across a mixture of roads, you'll take a 10-12mpg hit on that figure if most of your driving takes place in and around town. With various electrified rivals such as the Honda HR-V and Toyota CH-R offering greater efficiency, it might be a deal breaker for some people.

Practicality could also be a sticking point for some prospective buyers; rear passengers, particularly adults, will find the space on offer merely adequate rather than generous, while the 430-litre boot capacity again trails behind some key competitors. This is not a family haul-all; it's a vehicle that's designed for couples or those with younger children.

Ultimately, the Mazda CX-30 is a focused choice – a car for the buyer who prioritises design, high-quality materials, and genuine driving enjoyment over outright cargo capacity and rear-seat accommodation.

It departs our test fleet having earned both our admiration for its sophistication and our understanding of its limitations: if you want a compact SUV that drives like a great hatchback and feels like a premium product, the CX-30 should be at the very top of your list.

SEEING RED
We're big fans of the Soul Red Crystal metallic paint and reckon it suits the CX-30's handsome looks

Pete Gibson

MODEL TESTED:
Mazda CX-30 2.5 e-Skyactiv G MHEV Homura

On fleet since:	November 2024
Price new:	£28,065
Powertrain:	2.5-litre 4cyl petrol MHEV, six-speed manual
Power/torque:	138bhp/238Nm
CO2/BiK:	136g/km/32%
Options:	Soul Red Crystal metallic paint £850
Insurance*:	Group: 17 Quote: £879
Mileage/mpg:	4,280/38.7mpg
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS
- Gorgeous Soul Red Crystal paint
- Lots of standard kit
- Good to drive

CONS
- Poor urban fuel economy
- Dark interior
- Boot could be bigger

THUMBS UP
We like the rotary dial to control the infotainment, because it's safer to use than a screen on the move

> **"MAZDA'S APPROACH TO FIT-AND-FINISH PUTS SEVERAL ESTABLISHED GERMAN RIVALS TO SHAME"**

VERDICT ★★★★☆

PUT aside the average urban fuel economy and only adequate rear-seat and boot space, and the CX-30 is an impressive model that will tick a lot of boxes for many SUV buyers.

FLEETWATCH

PEUGEOT 5008

THEY say you wait ages for a bus, then three turn up at once, and that seems to be the case with our Peugeot 5008. Having spent two days with an Allure-spec car while my GT model was being serviced, I've now sampled the other end of the spectrum in the shape of the all-electric, four-wheel-drive E-5008 Dual Motor.

It was in for a twin test, so we lined up my identically coloured PureTech Hybrid next to it once we'd finished shooting. Technically the car we had in was in Launch Edition spec, which mirrors the recently announced top-line GT Premium trim, so there are larger 20-inch wheels, leather upholstery, a panoramic roof and electric seat adjustment, among other luxuries.

Overall, the E-5008 drives just like my petrol-powered model, but the issue I would have is with its range. I can currently cover several hundred miles a week on one or two stops for petrol, but with the E-5008 returning 2.8 miles per kWh on a chilly test for a range of 204 miles from its 73kWh battery, I'd have to stop more frequently and for longer to charge up. I'm not against running an electric car, but there's still too much of a compromise for my needs.

PETE GIBSON

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CHRISTMAS GIFT GUIDE

FOR UNDER £50

Tom Barnard

LOOKING for a gift for the car lover in your life, or just want some ideas for your own Christmas list? We've been scouring the world for perfect petrolhead presents. Some are practical and useful, while others are a bit sillier and designed to raise a smile or start a conversation at the dinner table.

For this list we've set ourselves a budget of £50, but some of the gift ideas cost less than a tenner, making them perfect for a Secret Santa or stocking filler. Here are our top 20 gifts for under £50.

> "SOME ARE PRACTICAL AND USEFUL – OTHERS A BIT SILLIER, DESIGNED TO RAISE A SMILE"

AUTO EXPRESS

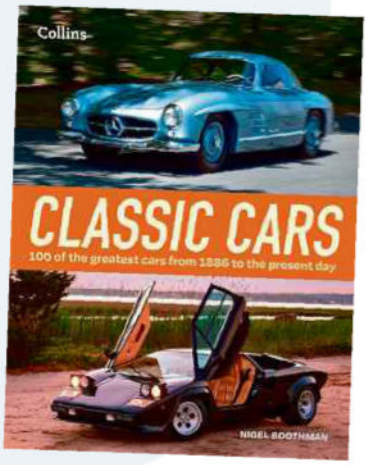
BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensiavely test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

CLASSIC CARS

Price: £30 **Contact:** *collins.co.uk*

YOU could encourage a lifetime love of cars by buying a budding enthusiast a book like this to help develop their passion and build their knowledge. Nigel Boothman's Classic Cars is a directory of 100 popular and famous machines, providing a wealth of interesting facts in an easily digestible and engaging format.

It provides just the right amount of information, along with some great photos. That makes it just the right side of challenging for a school-aged reader, but it isn't so simplistic that an adult can't enjoy it as well, making it great for festive family discussions.

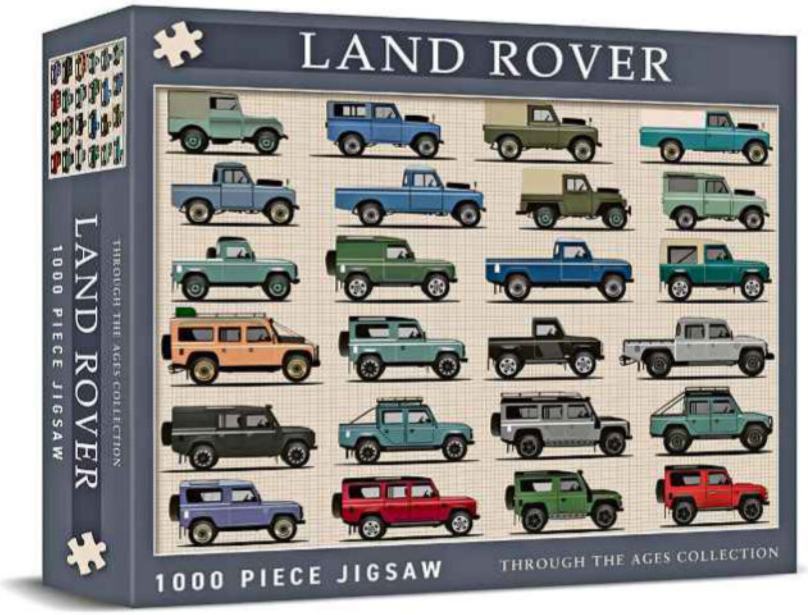


GROOV-E MY TAG

Price: £17.99 **Contact:** *groov-e.co.uk*

WE all know someone who is constantly misplacing their car keys and who would benefit from a tracker tag to help reduce their stress levels.

The Groov-e My Tag offers Bluetooth-based tracking, which works with Apple devices at a price that makes it more affordable than Apple's own AirTags. It's certified for use with Apple's 'Find My' functions, so millions of devices around the world can help users locate the tag. It's also rated as IP67 waterproof, which means it should survive if you accidentally drop your keys in a puddle.


LAND ROVER
LAND ROVER
THROUGH THE AGES COLLECTION
1000 PIECE JIGSAW
1000 PIECE JIGSAW
THROUGH THE AGES COLLECTION

LAND ROVER 1000 PIECE JIGSAW

Price: £15 **Contact:** *meandmycar.co.uk*

MOST classic car fans will have a soft spot for the original Land Rover Defender and its ancestors, so this jigsaw should keep them busy over the Christmas break.

It features images of 24 of the company's utility models, ranging from the very first Series I to a last-of-the-line Defender. The 1,000 pieces mean it is tricky to complete, but won't be too taxing for anyone who likes looking at small details of Land Rovers. Once you've finished, it can either be framed or broken up for another rainy day.

MICHELIN BIBENDUM TYRE PRESSURE GAUGE

Price: £9.99 **Contact:** *halfords.com*

THIS is the perfect stocking filler, making it quick and easy for the recipient to check their tyre pressures. The Michelin Tyre Pressure Gauge looks like a little statuette of the famous Monsieur Bibendum figure and it's small enough to fit neatly in your pocket or glovebox. It makes for an attractive keyring, too.

But it's also an accurate instrument that covers a range from 5 to 99 PSI with a claimed precision of +/- 1 PSI on an LCD digital display. It comes with a battery-saving feature shutting off after 10 seconds of inactivity.

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Aroma Holiday
Monza
Orange, Lemon, Thyme, Blackberry & Italian Wine
World of Scents
Aroma Holiday
Monaco – Race Day
Aroma Holiday
Rally Legend
Finland
Cedar, Clove
Nutmeg, Cumin, Amber
Musk, Vanilla
Woody

MOTORSPORT AROMA CANDLE TIN

Price: £18
Contact: *meandmycar.co.uk*

HERE'S a present that makes scents! World Motorsport Scented candles are packaged in a metal tin that resembles a tyre, but luckily they don't smell of rubber.

There are four fragrances. Memory from Monza has an Italian citrus fragrance and features a picture of an F1 car. Rally Legend has a Lancia Delta Integrale and "woody Finnish notes", Monaco Race Day smells of musk and vanilla, and Essence of Motorsport mixes cedar with amber and berries.

"THIS SEEMS LIKE A GREAT OPPORTUNITY TO GET THE NEXT GENERATION OF DRIVERS INTERESTED IN THE SEMINAL HOT HATCH"

VOLKSWAGEN GTI BABY ROMPER SUIT

Price: £40 **Contact:** *volkswagen.co.uk*

NEXT year will mark the 50th anniversary of the Volkswagen Golf GTI, which seems like a great opportunity to start getting the next generation of drivers enthusiastic about the seminal German hot hatch, with this 100-per cent cotton GTI-branded baby romper suit.

It is designed in classic GTI red and features a large, white logo on the front, plus the grid coordinates of the VW factory. There's a subtler badge on the back and pop fasteners to make getting dressed and changing nappies easier. It's available from any Volkswagen retailer.

BASECAMP ISUZU BOWL

Price: £47.95
Contact: *isuzu.co.uk/accessories*

WITH dog ownership at an all-time high, you might need to figure a pet into your gift planning. One idea might be a new bowl to eat their leftovers from, and Isuzu dealers are now stocking the Ruffwear range of products.

The Basecamp Bowl has an easy-to-grab shape, anti-slip silicone ring and a durable stainless-steel liner. If you use it as a water bowl when on the move, a clever anti-splash ring keeps the liquid inside while you're driving, but still allows the dog easy access to a drink.

SAVE THE MANUALS SOCKS

Price: £12
Contact: *heeltread.com*

MUCH to the horror of enthusiastic drivers, the manual gearbox is a dying breed. But you can show your appreciation for three pedals and a stick shift with these socks.

They are our favourites from a massive selection of car-themed footwear from Heel Tread, paying tribute to the most distinctive manual transmission shift-pattern maps ever. They include the Ferrari F50, Ford Bronco, Porsche 911 GT3, VW Golf GTI, Honda Type R, Lamborghini Countach, Audi R8, Toyota GR Yaris, Citroen 2CV, Porsche 959 and VW Bus.

CAR MAT COASTERS

Price: £18 **Contact:** *iconiccoasters.co.uk*

HERE'S a gift for drivers who like to keep their desk as clean as their car. These drinks coasters look just like tiny floor mats, with a red border and a tyre-like tread pattern. They measure 11cm x 9cm and are made of washable soft PVC so it's easy to clean up drips from your morning cuppa. They come as a set of four, so there will be enough to impress your car-loving mates when they pop in for a brew.

"YOU COULD BUILD AN ENTIRE NETWORK OF ROADS ON THE LIVING ROOM CARPET – OR PERHAPS YOUR OFFICE DESK"

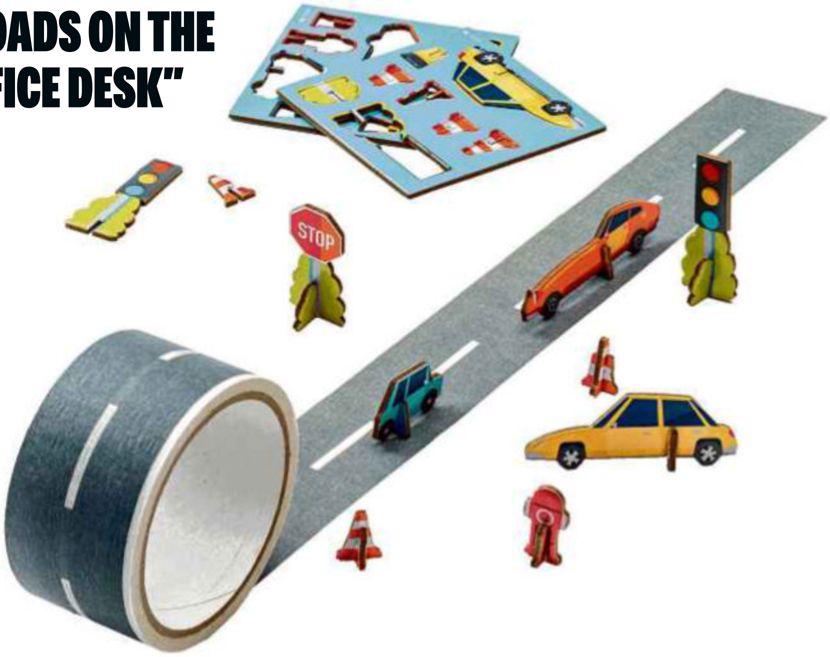
AUTOBAHN TAPE

Price: £16.95 **Contact:** *fredaldous.co.uk*

IF your kids (or you) are getting model cars for Christmas, they will need somewhere to play with them. This Autobahn Tape allows them to create new roads pretty much anywhere, and the 20-metre roll of easy removable crepe sticky tape is printed to look like a highway, complete with white lines and zebra crossings.

It means you could build an entire network of imaginary roads on the living room carpet, or perhaps your office desk if you're a big kid. Perfect for road testing the Christmas Hot Wheels.

The Autobahn Tape kit also comes with some pop-out cardboard cars, traffic lights and cones to complete the fun.



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Price: From £30 **Contact:** *subscribe.autoexpress.co.uk*

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TOLMAN BEANIE HAT

Price: £25
Contact: *tolmanengineering.co.uk*

HERE'S something that will mark you out as a connoisseur of motorsport. Only true enthusiasts have heard of Tolman, the engineering company behind the Tolman Edition Peugeot 205 GTi restomod. Now, it's also selling a range of merchandise featuring its logo. The Heritage Beanie will keep you warm while tweaking your 205 or watching a rally – choose from Graphite Grey with a white logo or French Navy with red.

Tolman
Tolman

PORSCHE CREST ESPRESSO DUO

Price: £49 **Contact:** *shop.porsche.com*

YOU might think it would be impossible to buy anything from a Porsche dealer for less than our budget limit, but there are actually a few items in the company's gift catalogue under £50.

We reckon the Porsche Crest Espresso Duo set would make a nice gift. The two porcelain cups' and saucers' shape is inspired by engine pistons. They feature the Porsche crest and a thin gold ring. You also won't need to do much wrapping because they come in their own gift packaging.

PORSCHE
PORSCHE

JOHN LEWIS KIDS' RACE CAR DUVET COVER & PILLOWCASE SET

Price: £26 **Contact:** *johnlewis.com*

NEED a present for a car-mad kid? John Lewis offers this reversible duvet and pillowcase set. One side features monster trucks, big wheels, tyre tracks and flags. If they become bored of that, the other side is a black and white check. An alternative set has cars, trucks, buses and planes. It's all printed on 100 per cent cotton and to a standard single duvet size of 200cm x 135cm.

STREETWIZE CAR KEY FARADAY BOX

Price: £20 **Contact:** *argos.co.uk*

WE are all concerned with the rise in car crime these days and know that a Faraday signal-blocking pouch can stop thefts by preventing thieves from intercepting radio signals given out by your car keys.

This box, from Streetwize, is a more elegant and convenient way to prevent keyless vehicle theft. It's smart enough to leave on your hall table and will take the whole family's keys. It blocks all signals including SMS, WiFi, 2G, 3G, 4G, Bluetooth, and RFID.

SCALEXTRIC

SCALEXTRIC CHRISTMAS JUMPER

Price: £28 **Contact:** *uk.scalextric.com*

WHILE a full-size Scalextric set might be out of our price range, here is something to help fans of slot cars get into the groove over the festive period – and one that's sure to be a talking point at your office Christmas jumper days.

The Scalextric Christmas jumper is knitted in the UK and uses the company's signature blue and yellow, woven with the iconic Scalextric logo and sprinkled with pictures of track, controllers and festive snowflakes. It's available in sizes from small to XL.

MATTEL BRICK SHOP MASERATI MC20

Price: £21.99 **Contact:** *shopping.mattel.com*

THIS 1:32-scale Maserati MC20 kit is bound to keep adults and older kids busy over the festive break.

The Mattel Brick Shop model needs assembling, and there are 250 pieces including a custom decal sheet and two sets of wheel covers so you can personalise your model. There's also a metal signature plaque, plus a matching 1:64-scale Hot Wheels car if you can't wait to get playing. The larger model features opening butterfly doors and a visible engine, too.

T-LAB ROADTRIP PARIS T-SHIRT

Price: £34
Contact: *t-lab.co.uk*

ANY fan of French cars will love the idea of driving a classic Citroen DS in Paris, and this t-shirt from T-lab certainly caught our eye. The bright orange graphic is designed to resemble an Airfix-type model kit and suggests a build-your-own-road trip approach to the charms of the French capital – including the silhouette of the famous DS21.

If you don't fancy a French option, there are plenty of other car and motorsport-themed shirts in T-lab's online shop, all of which are printed in the UK on premium-quality, light organic cotton.

> **"IF YOU DON'T FANCY FRENCH, THERE ARE PLENTY OF OTHER SHIRTS IN T-LAB'S ONLINE SHOP, ALL OF THEM PRINTED THE UK"**

PLAYFOREVER LUFT HOPPER

Price: £39.70
Contact: *playforever.co.uk*

THE Playforever range of toy cars are safe for kids over 12 months, but we think there are plenty of adults who will love their friendly, comic-like looks.

They are top quality too, made from ABS plastic with child-friendly, soft-roll rubber wheels and body shells finished with a high-gloss, UV-proof clear coat. They claim to be built to last a lifetime.

There are plenty of cars to choose from, but we want the Luft Hopper, based on a seventies Porsche 911 Targa.

HUNTER AND WALKER FRAGRANCE HALO CAR PERFUME

Price: £14.50 **Contact:** *hunterandwalker.co.uk*

IF you're feeling romantic, how about getting your car some perfume for Christmas? The Hunter and Walker Fragrance Halo is a cut above most air fresheners, resembling an item of jewellery rather than a cardboard tree, and finished with Czech crystals and metal details.

The black 'ring of pearls' gently emits a perfume-like scent over eight weeks, with four fragrances on offer: Blackberry & Bay, Lemon Spa, Pear & Freesia or Rhubarb & Mint. You can add a posh gift box for £2.50.

H&W
Hunter and Walker
H&W
FRAGRANCE HALO

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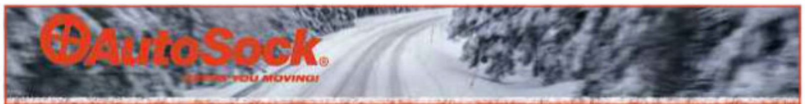
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CITROEN C3
Verdict on comfy supermini

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Brand's first car is great value

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LAP OF LUXURY
Focus on left-field options

BUYING CARS

SAVE MONEY ON A CAR BY LEASING

PETE BAIDEN

Auto Express's web producer loves having a brand-new car, but explains the sound financial reasons why he'll never buy one again

> "LEASING SUFFERS FROM A STIGMA. MANY PEOPLE CAN'T GET PAST THE FACT THAT THEY DON'T EVER ACTUALLY OWN THE CAR THEY'RE PAYING FOR"

BUYING a new car is an exciting time for most people. A nice shiny new motor on your driveway, that fragrance when you jump inside and all the new technology to learn. The novelty can soon wear off when you realise how much it will depreciate within just three years, though.

However, there is a solution: car leasing. Its popularity has skyrocketed in recent years, but it still suffers from a stigma. Many people just can't get past the fact that they don't ever actually own the car they're paying for – and that's the response I get every time I recommend leasing to friends and family. They often see it as throwing away money on something they will never own. But in reality it's the opposite.

So just how much will leasing save you? Let me give you some facts and figures. The Nissan Qashqai – one of the best-selling cars in the UK over the past decade – is a perfect example of how great leasing can be. An entry-level 1.3 MHEV DiG-T Acenta Premium costs £30,615 brand new, although you can make decent savings via our Buy a Car service. However, its value will drop by more than 50 per cent in three years. That means a buyer will lose a massive £15,740.

But you can currently lease the same model for £201.80 per month through our Buy a Car service, after a £2,421 initial payment. Total cost over three years? £9,686.

That's a huge saving of £6,054. Why on earth would you buy a new car when leasing can save you over £2,000 per year?

And this is just a representative example – I haven't picked one of the UK's fastest-depreciating cars to make a point. But if you're after a GWM Ora 03, you'd save yourself a fortune: over £12,000, in fact.

There are also many other advantages to leasing. You don't have to worry about paying road tax, you can pay a few extra pounds per month to have the car fully maintained (new tyres, servicing etc) and you then simply hand it back at the end of the term and start the process all over again. What's more, because you pay monthly, there will be more money sitting in your bank account collecting interest.

What are the downsides? There's one big one: mileage. The Nissan example is based on 5,000 miles per year, and if you want to do more, you'll have to pay more. You can either increase the annual allowance – for a little extra each month – or pay for every mile you go over the limit. This can put off many high-mileage drivers, but again, the reality isn't as bad as some people think.

Changing the above Qashqai deal to 20,000 miles per year bumps the payment up to £257.34 per month, with an initial payment of £3,088. That's still only a total cost of £12,352 for the deal, and a saving of £3,388 over buying it new. It's win-win.

I have been leasing cars for almost 10 years now, and I'm on my fourth contract, having saved a huge amount of money. I will simply never buy a new car again.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

THE DRIVING EXPERIENCE

YOU SAID "It's no ball of fire, but the engine is more powerful than you might think. The brakes feel too keen, but for a supermini the suspension copes surprisingly well with our pothole-covered roads."

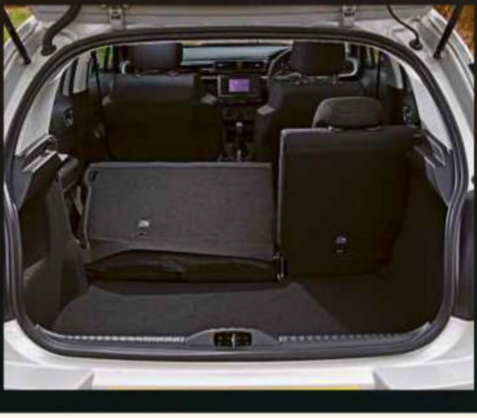
MPG AND RUNNING COSTS

YOU SAID "Going from a 2.0-litre car to a 1.2-litre supermini, I was sure my fuel consumption would decrease significantly, but it hasn't."

> **"The value is superb. My C3 Shine has everything I could ever need and more, yet I pay less than £200 per month on a PCP."**

INFOTAINMENT AND ELECTRICS

YOU SAID "Annoyingly, the touchscreen is very temperamental and having the heating controls integrated into the infotainment isn't a good idea. I'm concerned that if there is a problem with the screen, I'll be unable to adjust the heating or the air-conditioning."



PRACTICALITY AND SPACE

YOU SAID "The boot could be a bit bigger, but most of the time it's enough for our needs; there's always the option of dropping the back seats down if we have to. A few more cubbyholes around the cabin would help too."

POSITION 12th

Citroen C3 Mk3

Richard Dredge

AN all-new Citroen C3 reached UK showrooms last year, so this Mk3 model had already been superseded when these results were published. For a car launched almost a decade ago, to figure at all is impressive; the fact that the C3 is only just outside the top 10 is even more remarkable. This year's 12th place follows a 17th in 2024, 31st in 2023, and 25th in 2022. With a 72nd place in 2018 (out of 75 entries), that means this year's Driver Power result is the best yet for Citroen's previous-generation supermini.

The C3's best score is a second spot for reliability, while engine refinement and ride quality are both ranked fourth. There's a fifth place for the heating and ventilation, a sixth for steering responsiveness, plus an eighth for handling and the functioning of the safety systems. Throw in a ninth place for how easy it is to deactivate key safety features, along with a 10th spot for front-seat comfort, and it's clear that the C3 isn't short of eye-catching top-10 scores.

Even better, just outside the top 10 there are further impressive results, including 11th for fuel economy, along with 12th for the quality of the exterior finish, the value for money, and the number of standard safety features; the overall quality is just one place behind, in 13th spot. Pretty much everything is in the top half of the table, although owners don't rate the child-friendly features (the C3 is ranked 41st here) or running costs such as road tax and insurance (it's rated 44th).

> "The C3 is just the right size for me, the engine is fairly quiet, and the phone, rear parking camera and air-con all work perfectly."

INTERIOR AND COMFORT

YOU SAID "Some plastics feel cheap and lack the premium touch of rivals; the cup-holders and bonnet release seem very flimsy. Also, the all-round visibility leaves a lot to be desired. The A-pillars are very intrusive when pulling out from angled junctions."

WHY DRIVER POWER IS IMPORTANT

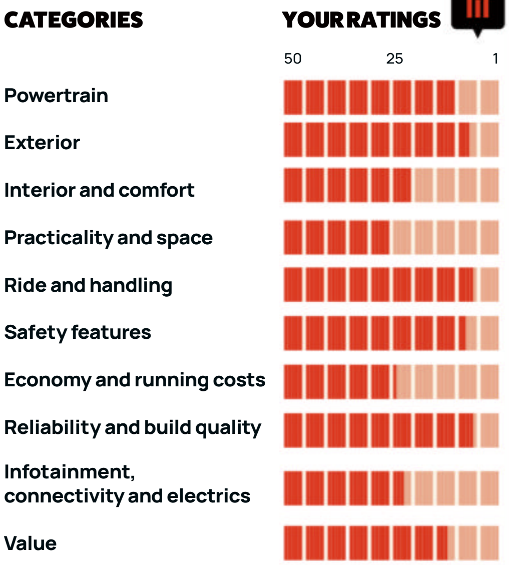
Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

OVERALL SCORE **87.52%**

USED PRICES FROM: £3,000 **YEARS:** 2017 to 2024
CO2: 108-132g/km **FUEL ECONOMY:** 46-60mpg (1.2T)
BEST OPTIONS: Space-saver spare wheel, front parking sensors, blind-spot monitoring, Safety Pack



DATA BY CATEGORY

Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

> "Its size allows for easy parking, yet there's lots of space for the family. It's very comfy, has advanced tech and is fuel efficient."

> "The seats are nicer than most armchairs. I had a BX years ago and I remember the comfort, which is why I went for Citroen again."

> "The car seems set up for Apple phones, rather than Android. Having worked in IT for 40 years, I object to Apple as the standard."

WANT ONE?

If you're in the market for a used Citroen C3, you can find your ideal model in the Auto Express marketplace

USED BUYER'S GUI

FROM £20,000 The model that launched SEAT's sporting offshoot is now a

Richard Dredge

IN January 2018, the Volkswagen Group announced its latest brand: a SEAT spin-off called Cupra. Within months, Cupra had unveiled its first model, the Ateca, which was nothing more than a warmed-over SEAT Ateca.

But was that really such a bad thing? After all, the Ateca provided a pretty good starting point for something that put the sports into sports utility vehicle. Dynamically capable and with all of the latest comfort and safety tech, the Ateca helped Cupra on its way to becoming an established brand, with several standalone products.

As a result it would be easy to think that the Ateca has been rather left behind, and while it isn't as easy to recommend as a new model, if you're looking for a used one, there's still plenty to like about the brand's sharp-looking SUV.

HISTORY

SALES of the Cupra Ateca began in October 2018, when it was offered with a 296bhp 2.0 TSI petrol engine, four-wheel drive and a seven-speed DSG transmission.

A facelifted model went on sale in September 2020, with Alcantara sports seats, a new four-pipe exhaust system and a bigger infotainment system.

At this point, there was still only that 296bhp 2.0 TSI engine option, but from June 2023 there was also a 187bhp version offered, with 4Drive four-wheel drive. At the same time, a 148bhp 1.5 TSI petrol unit was added to the range, in front-wheel-drive form only.

WHICH SHOULD I BUY?

THE 1.5-litre engine doesn't feel special enough, so we'd opt for a 2.0-litre unit, and ideally the full-fat 296bhp edition, because it has the zest that a Cupra deserves.

Initially, the Ateca came in standard trim only, but with optional Design, and Comfort & Sound packs (either or both could be specified). The 2020 facelift brought three new trim levels (VZ1, VZ2, VZ3), then there were fresh line-up changes when the new engine range arrived in June 2023.

These were offered only in V1 and V2 forms; the 296bhp engine stuck with VZ1, VZ2 and VZ3. V1 trim brings 19-inch wheels, privacy glass, self-parking, LED headlights, a 9.2-inch touchscreen, navigation and a heated steering wheel.

V2 adds electric adjustment for the driver's seat, leather trim, an electric tailgate and a rear-view camera. The VZ1 has pretty much the same features as the V1, while the VZ2 mirrors the V2's equipment list, with the added bonus of heated front seats. Meanwhile, the range-topping VZ3 also comes with a different design of 19-inch alloys, a unique multi-function steering wheel and Brembo brakes.

PRICES

THE market isn't flooded with second-hand Cupra Atecas, but we still found almost 200 for sale around the UK. There was a 50:50 split between 1.5 and 2.0-litre engines, with V2 trim accounting for half of the cars for sale. The next most popular trim was VZ2.

Cupra Ateca sales clearly got off to a slow start, because although the first cars were delivered in late 2018, very few of those available were registered before 2021, so facelifted Atecas are the norm.

Pre-facelift models start at £20,000 for a 60,000-mile example, while a facelifted car that's done the same mileage is worth £1,000-£2,000 more.

Budget £25,000 to buy a 73-plate 1.5-litre Ateca V2 with 15,000 miles on the clock, while £28k bags a delivery-mileage 1.5 TSI V2 on a 74-plate; the list price for that car is now just under £40k.

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

✓CHECKLIST

PEACE OF MIND

Until April 2024, all Atecas came with a three-year warranty with a 60,000-mile limit (extendable to five years/90,000 miles, but from this point on it was extended to five years or 90,000 miles as standard.

ON THE PULL

The Ateca makes a great towcar, with the 296bhp edition able to pull up to 2,100kg. Buy a 187bhp edition and you're limited to 1,900kg, whereas the 1.5 TSI can tow no more than anything weighing 1,600kg.

SOFTWARE BUGS

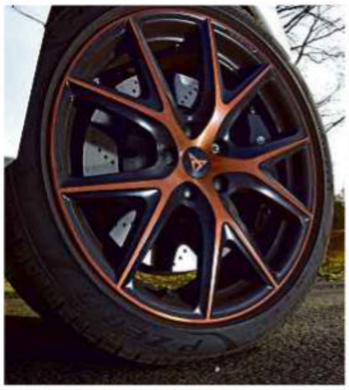
As with so many VW Group products, early Atecas could suffer from an array of software glitches, with infotainment problems especially common. Keeping the software up to date makes all the difference.

ALL THE GEAR

All versions of the Atecas came with a DSG automatic gearbox and no manual option. Regular maintenance of these transmissions is key if costly problems aren't to crop up.

KY69 HWN
CUPRA

ON THE ROAD
It may be an SUV, but the Ateca is one of the best-handling cars to emerge from the Volkswagen Group stable. It's genuinely entertaining to drive



COPPER ACCENTS
Bronze detailing is a distinct styling feature on all of the brand's models – Cupra means 'copper' in Spanish

BUY THROUGH AUTO EXPRESS!
Scan the code to view used Cupra Atecas for sale now

DE Cupra Ateca Mk1

great-value family car that offers performance and handling to match its purposeful looks

STYLING
The Ateca was always a handsome SUV to look at, but with Cupra enhancements it became even more desirable

RUNNING COSTS

A CUPRA Ateca will be dearer to run than its SEAT equivalent, but the costs are still sensible. The service interval is 12 months or 10,000 miles, alternating between minor and major. These cost £292 and £350, with the former just an oil and filter change. Fresh brake fluid is required every two years at £55, while 4WD models need an axle oil change every fourth service at £133. All engines are chain-driven, so don't need cambelt changes.

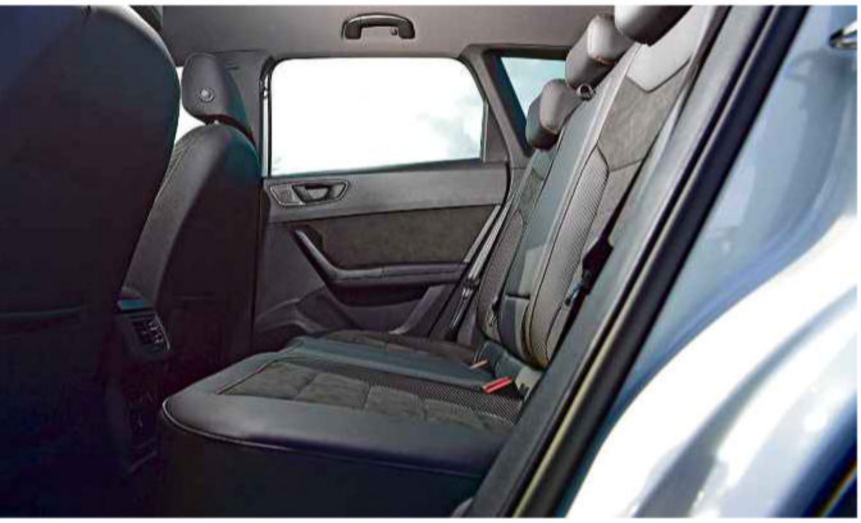
While 1.5 TSI editions are in insurance groups 17 or 18, the 2.0-litre models are in groups 24-33, with VZ variants at the top of the range. Most Atecas cost less than £40,000 when new, so they aren't liable for the £425 expensive car supplement with the road tax, but beware that if you buy towards the top of the range, you could be paying as much as £620 per year until the car's sixth birthday.

RECALLS

THERE are 11 recalls listed in the DVSA database for the SEAT Ateca, but none for the Cupra.

However, five of those recalls also apply to the Cupra Ateca; six pre-dated its release. A few cars were affected by two recalls that were issued in November 2018, one because of incorrectly adjusted headlights and the other due to a faulty electronic parking brake. Both were fixed with a software update. Sub-standard seat frames led to recall three, in July 2019, while another software update was needed for recall four, in September 2019 – this time because the engine's idle speed was set too low.

The latest recall was in March 2022, because the engine covers could come away; the solution was to fit replacement ones.



INTERIOR
Intuitively laid out and smartly finished, the cabin feels upmarket, but looks a little dated today

ON THE ROAD

WHEN it was launched, we reckoned the Ateca was one of the best cars in its class to drive in Cupra form. It's still impressive, but some newer rivals have taken away the shine. Glossing over the 1.5-litre car, which doesn't offer performance worthy of the badge, the 2.0-litre engines are much better, especially in 296bhp form.

This provides blistering in-gear acceleration times and the ability to do 0-62mph in just 5.2 seconds. There's a choice of driving modes so you can set the steering weight, throttle response, gearshifts and exhaust note, to get just the set-up that's perfect for you.

KY69 HWN
CUPRA

ALTERNATIVES

THE mid-sized SUV segment is packed with talent, so you're spoiled for choice. The SEAT Ateca is a more modest alternative to the Cupra, but we'd be more inclined to look at the Volkswagen T-Roc R or Audi SQ2 if you want to buy a Volkswagen Group car.

If great dynamics are important to you, then home in on the BMW X1 and X2, while the Ford Kuga is also good to drive, but lacks badge appeal – the higher-powered models in the Kuga range are also either diesel, hybrid or plug-in hybrid editions. Or how about a Porsche Macan? You'll have to buy something older, but it's the best car in the class to drive, followed by the more affordable Mazda CX-5.

PRACTICALITY

Boxy SUV body promises spaciousness, but in reality the Ateca's boot is average for its class and rear-seat space is cosy. Sports front seats are great, however.

VIEW
MENU
NEW DEST
MY DESTS
POIs

INTERIOR

THERE'S only so much that Cupra's designers could do to distance their Ateca from SEAT's. The result is an even better level of fit and finish, but the driving position doesn't feel at all sporty. Cabin space is okay, but there isn't a massive amount of room for three adults in the back. Boot capacity is 510 litres, or 1,604 litres with the seats down.

DRIVER POWER

NO Cupras have ever appeared in our surveys, but there are normally one or two SEATs in there, and the Ateca, launched in 2016, has appeared pretty much every year since 2018.

In that year, and in 2019, it came 60th out of 75, dropping to 61st in 2020. It came tenth in 2021 and 2022, 63rd in 2023, then 14th in 2024 before dropping out.

In 2024, owners liked its practicality, value and the driving experience, while very few areas were scored below average.

AEX VERDICT ★★★★☆

THERE has been a spate of upmarket subsidiary brands launched in recent years. We've had DS and Genesis, which have struggled, while Nissan gave up on Infiniti altogether in Europe. But Cupra has bucked this trend. In 2024, the company sold almost as many cars in the UK as SEAT (30,398 vs 36,782), and the brand is on a roll, which shows that the product must be pretty good. And indeed it is, because although the Ateca is now seven years old, it's still good to drive, practical, stylish and easy to live with, and most importantly of all, the Cupra genuinely does offer something over and above what the SEAT version brings to the table.

INFINITI Q30 - £9,550

1

FIRST up, we have an Infiniti Q30 at well under £10,000. Infiniti was Nissan's rival for Lexus, and if you're wondering whether to trust a brand that no longer exists in the UK, don't worry; the Q30 uses the same platform as the previous Mercedes A-Class.

There were 1.5-litre petrols and 2.2-litre diesels, but our car has a 2.0-litre turbocharged four-cylinder petrol. Its meaty 211bhp provides a 0-62mph time of 7.2 seconds while still offering a respectable 42.2mpg.

Inside, the Q30 is an absolute button-fest, which we don't mind because it's as ergonomic as pretty much anything on sale today. It's full of kit too, with heated front seats, dual-zone climate control, rain-sensing wipers and a sunroof.

IF this car has gone, scan the QR code to find more options in the Auto Express marketplace.

"If you're wondering whether you should trust a brand that no longer exists in the UK, there's no need to worry"

3 CAR GARAGE

Genesis G80, Infiniti Q30 and DS 7 for the price of a DS No.8

By Alastair Crooks

IF you want to stand out from the crowd, the usual cohort of German cars won't quite fit the bill. Sometimes, it's worth considering what's on offer in a French model – such as the chic looks and comfort in DS's new flagship, the No.8 (right). However, it's expensive, starting at £54,000 and rising to almost £70,000. So we thought: what three other left-field luxury cars could you get for the same money? Avoiding the obvious German options, we found this trio in the Auto Express marketplace.

DS 7 - £24,089

2

SITTING below the No.8 in the DS range, the DS 7 is the French firm's rival for the BMW X1 and Audi Q3 – although it's pretty large for its class. As a result you get a big, comfortable cabin and a massive 555-litre boot.

Rather than a humdrum family SUV, the DS 7 feels rather special inside because there's an Alcantara-trimmed dashboard and lots of quirky design details. We found a car in Performance Line+ trim, so it gets some sporty touches along with 19-inch alloy wheels. It's not the best to drive, the ride is a little firm and the acceleration won't blow you away, but this 2024 example with less than 8,000 miles on the clock looks like a fantastic deal with a sticker price of less than £25,000.

DO you fancy parking this sharply styled SUV on your drive? Scan the QR code to see more options.

"Rather than a more humdrum family SUV, the DS 7 feels special inside, with an Alcantara-trimmed dash"

GENESIS G80 - £25,800

3

IT'S so hard for a new brand to break into the premium-car market and Genesis hasn't quite managed it yet. One of its offerings is the G80, which can be had as an EV, but the car we found is the 2.5-litre four-cylinder petrol version.

The G80 sprints from 0-62mph in just 6.3 seconds, but the focus is on comfort rather than performance. Double-glazed windows, soft suspension and 'Ride Preview' tech – the Genesis scans the road ahead for bumps and adjusts the damping to suit – are evidence of that. And while looks are subjective, there's also no denying the G80's presence.

IF you fancy your luxury car with a Korean flavour, scan the QR code to see every model available.

"The G80 can sprint from 0-62mph in just 6.3 seconds, but the focus is on comfort rather than performance"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33985

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300
1.5 TFSI (116) S line	49.6	9.7	129	18	£32580
1.5 TFSI (116) auto Sport	54.3	9.9	119	17	£31850
1.5 TFSI (116) auto S line	52.3	9.9	123	18	£34130
1.5 TFSI (150) Sport	51.4	8.4	125	22	£31300
1.5 TFSI (150) S line	49.6	8.4	130	22	£33580
1.5 TFSI (150) auto Sport	54.3	8.1	119	23	£32850
1.5 TFSI (150) auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48400
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62525
2.0 TDI (150) auto Sport	58.9	8.1	125	24	£34750
2.0 TDI (150) auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
2.0 TFSI e (299) quat auto Technik	141.9	5.9	45	39	£48950
2.0 TFSI e (299) quattro auto Sport	138.8	5.9	46	39	£50950
2.0 TFSI e (299) quattro auto S line	139.3	5.9	46	40	£53600
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£69825
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
2.0 TFSI e (299) quat auto Technik	136.3	5.9	47	39	£50850
2.0 TFSI e (299) quattro auto Sport	134.4	5.9	48	39	£52850
2.0 TFSI e (299) quattro auto S line	132.0	5.9	49	40	£55500
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£71725
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	40.4	8.2	159	31	£50560
2.0 TFSI (204) auto S line	40.0	8.2	160	32	£53360
2.0 TFSI e (299) quattro auto Sport	128.6	6.0	50	40	£60960
2.0 TFSI e (299) quattro auto S line	129.7	6.0	49	41	£63260
2.0 TDI (204) auto Sport	55.5	6.9	133	36	£54830
2.0 TDI (204) auto S line	54.8	6.9	135	37	£57630

Edition 1: add £4900 to S line

A6 Avant - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	39.5	8.3	162	31	£52510
2.0 TFSI (204) auto S line	39.1	8.3	164	32	£55310
2.0 TFSI e (299) quattro auto Sport	123.0	6.0	52	40	£62930
2.0 TFSI e (299) quattro auto S line	123.4	6.0	52	41	£65230
2.0 TDI (204) auto Sport	54.2	7.0	137	36	£56780
2.0 TDI (204) auto S line	53.4	7.0	139	37	£59580

Edition 1: add £4900 to S line

RS 6 Avant - 4995x2110mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro auto perf	22.4	3.6	286	50	£120165

Carbon Black: add £8950 **Carbon Vorsprung:** add £17400

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62540
83kWh (326) auto S line	383	6.0	0	43	£66040
100kWh (380) auto Sport perf	464	5.4	0	44	£68810
100kWh (380) auto S line perf	463	5.4	0	44	£72310
100kWh (462) quattro auto Sport	440	4.5	0	48	£73910
100kWh (462) quattro auto S line	439	4.5	0	50	£77410
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97540

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64340
83kWh (326) auto S line	362	6.0	0	43	£67840
100kWh (380) auto Sport perf	437	5.4	0	44	£70610
100kWh (380) auto S line perf	436	5.4	0	44	£74110
100kWh (462) quattro auto Sport	418	4.5	0	48	£75710
100kWh (462) quattro auto S line	415	4.5	0	50	£79210
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99340

Edition 1: add £5000 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (584) quattro auto	386	4.2	0	50	£88555
105kWh (680) quattro auto S	375	3.6	0	50	£107825
105kWh (857) quattro auto RS	368	3.1	0	50	£126425
105kWh (857) quat at RS Carbon Bl	369	3.1	0	50	£138925
105kWh (925) quattro at RS perf	365	2.9	0	50	£142925
105kWh (925) quat at RS perf Carbon	365	2.9	0	50	£155425

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94480
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98480
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£118285
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£85710
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£89710

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4531x2087mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (150) auto Sport	46.5	9.1	138	N/A	£38300
1.5 TFSI (150) auto S line	45.4	9.1	142	N/A	£41100
1.5 e-Hybrid (272) auto Sport	161.9	6.8	40	N/A	£45800
1.5 e-Hybrid (272) auto S line	152.6	6.8	42	N/A	£48600
2.0 TFSI (204) quattro auto Sport	36.1	7.1	178	N/A	£42000
2.0 TFSI (204) quattro auto S line	35.4	7.1	181	N/A	£44800
2.0 TFSI (265) quattro auto S line	33.1	5.7	194	N/A	£48900
2.0 TDI (150) auto Sport	52.7	9.2	140	N/A	£40000
2.0 TDI (150) auto S line	51.6	9.2	143	N/A	£42800

Edition 1: add £3550 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36565
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£39735
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£38145
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£41315
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£44655
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£47665
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£39745
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£45755

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	251	8.1	0	32	£46610
82kWh (286) 45 e-tron auto Sport	338	6.6	0	36	£51310
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52740
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57690

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	256	8.1	0	32	£48110
82kWh (286) 45 e-tron auto Sport	347	6.6	0	36	£52810
82kWh (286) 45 e-tron qt at Sport	328	6.6	0	37	£54240
82kWh (340) 55 e-tron qt at Sport	328	5.4	0	39	£59190

S line: add £2550
Black Edition: add £4800

Q5 - 4717x2155mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.4	7.2	159	37	£50660
2.0 TFSI (204) quattro auto S line	39.4	7.2	163	38	£53260
2.0 e-Hybrid (299) quattro at Sport	111.3	6.2	58	43	£56740
2.0 e-Hybrid (299) quattro at S line	99.6	6.2	64	43	£59340
3.0 V6 TFSI (367) quattro auto SQ5	34.1	4.5	188	45	£75525
2.0 TDI (204) quattro auto Sport	47.0	7.4	158	38	£52310
2.0 TDI (204) quattro auto S line	45.9	7.4	162	39	£54910

Edition 1: add £4200 to S line

Q5 Sportback - 4717x2155mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.3	7.2	159	37	£53160

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto S line	39.5	7.2	162	38	£55760
2.0 e-Hybrid (299) quattro at Sport	110.9	6.2	58	43	£59240
2.0 e-Hybrid (299) quattro at S line	100.3	6.2	64	43	£61840
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410

Edition 1: add £4200 to S line

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£67015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990

Edition 1: add £5000 to S line

Q6 Sportback e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490

Edition 1: add £5000 to S line

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 120 M Sport	52.3	7.8	121	21	£34290
1.5T (218) auto 123 xDrive M Sport	47.9	6.3	135	26	£37470
2.0T (300) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	380	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£84620
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£117095
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£144930

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 225e xDrv Spt	313.9	6.7	21	27	£40270
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

iX3 - 4782x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
113kWh (469) auto xDrive50	493	4.9	0	N/A	£58755
113kWh (469) at xDrive50 M Sport	492	4.9	0	N/A	£61255

M Sport Pro: add £1500 to M Sport

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£39070
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43405
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£50060
3.0TT (480) M2	28.2	4.2	227	42	£68795
3.0TT (480) auto M2	29.1	4.0	219	42	£68795
3.0TT (530) auto M2 CS	28.2	3.8	226	45	£92475

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 2 - 4310x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.1kWh (177) auto Boost	214	7.9	0	30	£30850
64.8kWh (203) auto Comfort	267	7.9	0	32	£34950

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	40.4	9.4	159	31	£23660
1.6T (147) auto Summit	40.4	9.4	159	31	£26660
1.5T PHEV (204) auto Aspire	343.0	8.5	23	35	£29830
1.5T PHEV (204) auto Summit	343.0	8.5	23	36	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	36.2	9.8	177	30	£25940
1.6T (147) auto Summit	36.2	9.8	177	31	£29180
1.5T PHEV (204) auto Aspire	211.0	8.5	31	35	£32660
1.5T PHEV (204) auto Summit	211.0	8.5	31	36	£36380

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	127	24	£18805
1.2 Hybrid (110) auto Plus	56.5	9.8	114	24	£20615
1.2 Hybrid (110) auto Max	56.5	9.8	114	24	£22315
44kWh (113) auto Plus	201	10.4	0	24	£22095
44kWh (113) auto Max	201	10.4	0	24	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£24250
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£26140
1.2 Hybrid (110) auto You!	62.1	10.7	107	16	£23095
1.2 Hybrid (145) auto Plus	62.1	8.0	107	23	£25535
1.2 Hybrid (145) auto Max	62.1	8.0	107	23	£27425
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28650
54kWh (156) auto Max	257	9.2	0	23	£31440

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25535
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£27425
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	15	£21105
1.2 Hybrid (136) auto Plus	57.4	10.1	121	24	£24565
1.2 Hybrid (136) auto Max	57.4	10.1	121	24	£26565
44kWh (113) auto Plus	188	11.7	0	16	£23095
44kWh (113) auto Max	188	11.7	0	16	£25095
54kWh (113) auto Extended Plus	248	13.0	0	15	£24995
54kWh (113) auto Extended Max	249	13.0	0	15	£26995

Seven seats: add £765 to petrols

C5/e-C5 Aircross - 4652x1936mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto You!	43.6	11.2	122	N/A	£30495
1.2 Hybrid (145) auto Plus	43.6	11.2	122	N/A	£33135
1.2 Hybrid (145) auto Max	43.6	11.2	123	N/A	£35775
79.9kWh (210) auto You!	322	8.9	0	N/A	£37630
79.9kWh (210) auto Plus	322	8.9	0	N/A	£27780

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79.9kWh (210) auto Max	322	8.9	0	N/A	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

Poer 300 - 5416x1947mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4D (184) auto Lux	33.6	11.0	221	N/A	£37714
2.4D (184) auto Ultra	33.6	11.0	223	N/A	£41049
2.4D (184) auto Vanta	33.6	11.0	223	N/A	£43049

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium 4WD	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

EV5 - 4610x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81.4kWh (214) auto Air	329	8.4	0	N/A	£39295
81.4kWh (214) auto GT-Line	313	8.4	0	N/A	£42595
81.4kWh (214) auto GT-Line S	313	8.4	0	N/A	£47095

Heat pump: add £900 to GT-Line S

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545

NEW CAR PRICES

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	27.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

Model	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£19245
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£21245

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£27245
64kWh (203) auto SE Long Range	281	7.9	0	28	£29745
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32745
77kWh (245) auto Extended Range	323	6.5	0	33	£36745
64kWh (435) auto XPower	239	3.7	0	40	£36745

IM5 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (295) auto Standard	304	6.8	0	46	£39450
100kWh (407) auto Long	441	4.9	0	50	£44995
100kWh (751) auto Performance	357	3.2	0	50	£48495

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

IM6 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (407) auto Long	388	5.4	0	48	£47995
100kWh (751) auto Performance	313	3.5	0	50	£50995
100kWh (751) auto Launch Edition	313	3.5	0	50	£52995

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Micra - 3974x1830mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (122) auto Engage	198	8.0	0	19	£22995
40kWh (122) auto Advance	198	8.0	0	19	£24995
52kWh (150) auto Advance	260	9.0	0	22	£26995
52kWh (150) auto Evolve	260	9.0	0	22	£29865

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£20495
1.2 PureTech (100) Allure	58.2	10.1	114	21	£25145
1.2 PureTech (100) GT	58.2	10.1	121	21	£27295
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26950
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£29100
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£30300
50kWh (136) auto Allure	219	8.1	0	28	£30150
50kWh (136) auto GT	219	8.1	0	31	£32300
51kWh (156) auto Allure	263	8.2	0	28	£30950
51kWh (156) auto GT	261	8.2	0	31	£33100

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£33325
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36450
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33940
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£37065
54kWh (156) auto Allure	257	9.8	0	24	£34960
54kWh (156) auto GT	257	9.8	0	25	£36990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35565
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38885
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£36710
58kWh (210) auto GT	280	7.6	0	34	£38605

GT Premium: add £3230

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (136) auto Allure	199	11.3	0	22	£32350
52kWh (136) auto GT	199	11.3	0	22	£35295
52kWh (136) auto Allure Long	199	11.3	0	23	£33250
52kWh (136) auto GT Long	199	11.3	0	23	£36195

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Combi	217	14.3	0	38	£36990
75kWh (136) auto Active	217	14.3	0	38	£42595
75kWh (136) auto Combi Long	217	14.3	0	40	£37890
75kWh (136) auto Active Long	217	14.3	0	40	£43495

Allure: add £5325 to Active

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£29240
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£32095
1.2 Hybrid (145) auto Allure	62.1	8.3	112	23	£32870
54kWh (156) auto Allure	247	9.1	0	26	£35400

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	52.5	10.2	121	22	£37790
1.6 PHEV (195) auto Allure	356.2	7.8	55	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£46060
97kWh (230) auto Allure	435	8.7	0	34	£48760

GT: add £2950-£3530 to Allure, **GT Premium:** add £2150 to GT

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£40470
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43360
73kWh (210) auto Allure	310	9.7	0	33	£48560
97kWh (230) auto Allure	414	9.6	0	35	£51260

GT: add £2950-£3530 to Allure, **GT Premium:** add £2150 to GT

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not

PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740

Match: add £690 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.9	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29500
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£31100
1.5 TSI (150) Life	51.5	8.8	125	21	£30630
1.5 TSI (150) Style	50.2	8.8	128	22	£32300
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£32230
1.5 eTSI (150) auto Style	54.2	8.6	119	23	£33900
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£47150
2.0 TDI (115) Life	64.4	10.5	115	19	£31295
2.0 TDI (150) auto Style	61.0	8.4	122	24	£35695

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	269	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67535
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Style LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (163) auto 600 3.5t	26.2	N/A	285	N/A	£84151
2.0 TDI (163) auto 600 3.88t	25.9	N/A	286	N/A	£84820
2.0 TDI (163) auto 680 3.88t	25.9	N/A	287	N/A	£86896
2.0 TDI (163) auto 4MOT 680 3.88t	N/A	N/A	N/A	N/A	£94840

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	53.2	11.1	121	12	£24770
1.0 TSI (115) Life	53.0	9.9	121	14	£25605
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£27200
1.0 TSI (115) auto Style	50.4	10.2	128	14	£30140
1.0 TSI (115) auto R-Line	50.5	10.2	127	14	£31095
1.5 TSI (150) auto R-Line	48.8	8.2	132	22	£32640

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.5	11.3	125	9	£25425
1.0 TSI (115) Life	51.5	10.1	125	10	£26270
1.0 TSI (115) Style	50.5	10.1	127	10	£29080
1.0 TSI (115) R-Line	50.6	10.1	127	10	£29965
1.0 TSI (115) auto Life	49.7	10.3	129	10	£27880
1.0 TSI (115) auto Style	49.0	10.3	131	10	£30790
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£31765
1.5 TSI (150) auto Style	47.2	8.4	136	16	£32240
1.5 TSI (150) auto R-Line	47.4	8.4	135	16	£33175

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29410
1.5 TSI (150) Life	47.3	8.4	136	17	£30980
1.5 TSI (150) Style	47.4	8.4	136	17	£33900
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32720
1.5 TSI (150) auto Style	46.8	8.3	137	18	£35640
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£45465

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35675
1.5 TSI (150) Style	45.1	10.0	142	19	£37190
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39810
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38890
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41510

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	222	9.0	0	23	£39590
77kWh (286) auto Pro Match	347	6.7	0	33	£44440
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46120
77kWh (340) auto 4MOTION GTX Ed	321	5.4	0	39	£52245

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	227	8.9	0	25	£41090
77kWh (286) auto Pro Match Pro	344	6.7	0	35	£45900
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53745

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Life	47.5	10.2	135	18	£37230
1.5 TSI (130) auto Match	47.4	10.2	135	18	£37525
1.5 TSI (150) auto Match	47.6	9.1	135	21	£38325
1.5 TSI (150) auto Elegance	47.7	9.1	135	22	£40720
1.5 TSI (150) auto R-Line	45.9	9.1	140	22	£41125
1.5 TSI PHEV (204) auto Match	740.5	8.2	9	27	£42960
1.5 TSI PHEV (204) auto Elegance	751.4	8.2	9	28	£45355
1.5 TSI PHEV (204) auto R-Line	660.5	8.2	10	28	£45760
1.5 TSI PHEV (272) auto R-Line	665.3	7.2	10	31	£48480
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	177	29	£46820
2.0 TSI (265) auto 4MOTION R-Line	33.7	5.9	191	32	£50340
2.0 TDI (150) auto Match	52.1	9.4	142	22	£39515
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41910
2.0 TDI (150) auto R-Line	50.8	9.4	146	23	£42315

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	46.5	9.4	139	25	£40130
1.5 TSI (150) auto Elegance	46.5	9.4	138	25	£42700
1.5 TSI (150) auto R-Line	45.0	9.4	150	25	£43105
1.5 TSI PHEV (204) auto Life	733.1	8.6	9	30	£44015
1.5 TSI PHEV (204) auto Elegance	735.7	8.6	9	30	£46585
1.5 TSI PHEV (204) auto R-Line	634.7	8.6	10	30	£46990
1.5 TSI PHEV (272) auto R-Line	631.5	7.3	10	33	£49710
2.0 TSI (204) auto 4MOTION R-Line	35.6	9.7	180	22	£49150
2.0 TSI (265) auto 4MOTION R-Line	32.9	9.7	195	22	£52320
2.0 TDI (150) auto Life	50.9	9.7	145	22	£41320
2.0 TDI (150) auto Elegance	50.9	9.7	145	22	£43890
2.0 TDI (150) auto R-Line	49.3	9.7	150	22	£44295

Match: add £1300 to Life PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71390
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82950
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£74525

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£43030
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£44688
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£53686
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£56836
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£59674
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£60682

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43940
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48390
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£51310
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57760

ES90 - 5000x2054mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
92kWh (333) at Single Motor Plus	401	6.6	0	44	£69760
92kWh (333) at Single Motor Ultra	400	6.6	0	45	£79160
106kWh (449) at Twin Motor Ultra	435	5.4	0	48	£83360
111kWh (680) at Tw Mot Perf Ultra	435	4.0	0	50	£87960

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62410
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70910

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£33060
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35160
69kWh (272) at Ext’d Range Core	296	5.1	0	37	£37260
69kWh (272) at Ext’d Range Plus	296	5.1	0	38	£39860
69kWh (272) at Ext’d Range Ultra	295	5.1	0	38	£43360
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42360
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45860
69kWh (428) auto Twin Motor XC	265	3.4	0	41	£47060

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52410
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54160
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58410
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57660
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61910
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59660
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£46260
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52410
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£48010
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54160
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58410
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57660
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61910
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59610
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36840
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£40090
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45910
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£41240
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£47060

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	37.6	6.5	170	34	£48410
2.0 B5 (250) auto Plus AWD	37.6	6.5	172	34	£53740
2.0 B5 (250) auto Ultra AWD	37.6	6.5	179	34	£62740
2.0 T6 PHEV (350) auto Core AWD	313.4	5.4	22	22	£55360
2.0 T6 PHEV (350) auto Plus AWD	313.4	5.4	22	22	£59860
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68860

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£65450
2.0 B5 (250) auto Plus AWD	32.8	7.3	195	38	£70450
2.0 B6 (250) auto Ultra AWD	32.8	7.3	199	39	£76950
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72760
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77760
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84260

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
104kWh (279) auto Single Plus	380	8.0	0	50	£82660
111kWh (408) auto Twin Motor Plus	385	4.7	0	50	£89560
111kWh (408) at Twin Motor Ultra	375	5.7	0	50	£96360
111kWh (517) at Tw Motor Perf Ult	375	4.7	0	50	£99960

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

I'VE just served a 30-day stretch in North East Asia, doing my digital nomad bit. Temporary homes, offices, eateries and sacred places ranged from a room with no view in Beijing to the delights of the Seoul Foreign Correspondents' Club, the bonkers Insa-Dong Ppong Da Bang (honest!) tea room/cafe, and the neighbouring Jogyesa Buddhist Temple, which calms me like no other place on Earth.

This is a region that has quietly, comprehensively and controversially taken over as the centre of the car-producing world. While the UK makes hundreds of thousands of cars a year, China builds around 28 million, Japan seven million, South Korea four million.

Not sure why, in the eighties, a young lad from South East London was inclined to repeatedly visit North East Asia. But I was. So I did. Then, the region's only pukka car-building nation was Japan. Korea trailed badly; China was even further back.

> **"WHAT I SAW LAST MONTH CONFIRMED TO ME THAT NORTH EAST ASIA WILL REMAIN THE ALMOST UNTOUCHABLE CAPITAL OF THE CAR WORLD FOR DECADES TO COME"**

But this NE Asian trio now comfortably rules the automotive world – in production volumes and in tech prowess. What I saw on the drawing boards, in the showrooms and at exhibition centres in the region last month confirmed to me that it will remain the undisputed, almost untouchable, capital of the car world for decades to come.

But it does need to recognise that most consumers don't want or can't afford sleek, hi-tech, over-specced cars with cutting-edge designs and unaffordable prices. Humble, hard-working, but still generally skint rural folk, for example, need simple workhorses. Traditional cars or vans at the equivalent of £20k-£30k a pop are not an option.

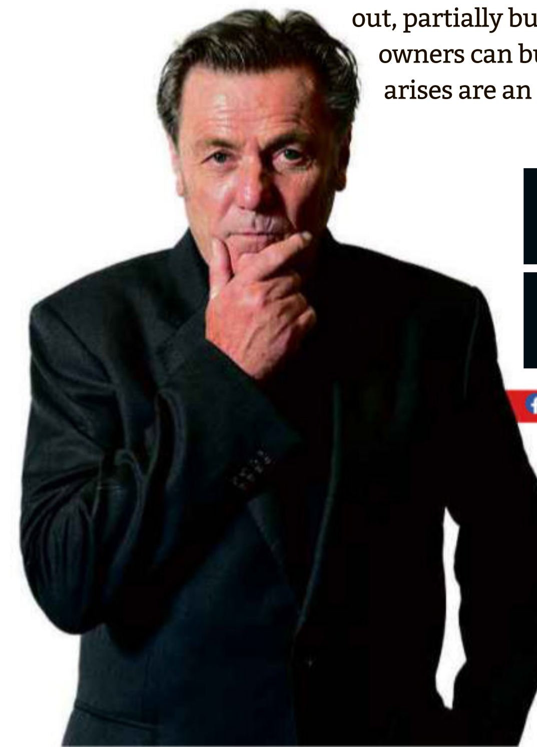
The massively cheaper, less polished, more flexible IMV Origin unveiled by Toyota at the Japan Mobility Show might just be what those folk need. It's basically a vehicle in a flatpack box. You build it yourself at home, on the farm, in the forest or wherever.

Then, after all the boxed components, plus every last supplied nut, bolt and screw, are installed in the right places during the DIY build, the buyer/builder is left with a skeletal four-wheeled machine that looks like a tall, even more stripped-down than usual go-kart.

As for the bodywork, the DIYer has to design, build and install it for his or herself. And it can be made from anything locally available – wood, metal or plastic... you name it.

If/when I can get my hands on an Origin, I'll top it with a mobile office cum motorhome body made from insulated, waterproof, rubber panels that will remain unpainted and thus scratch/dent-resistant. Asian-style futons and furniture will grace the interior.

Much as I appreciate NE Asia's sleek, shiny, state-of-the-art cars, many are boringly similar in terms of look, feel, tech, spec and price. Cheap, stripped-out, partially built vehicles with exteriors and interiors their owners can build, adjust or add to as and when the need arises are an absolute must. I want one. And I want it now.



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